

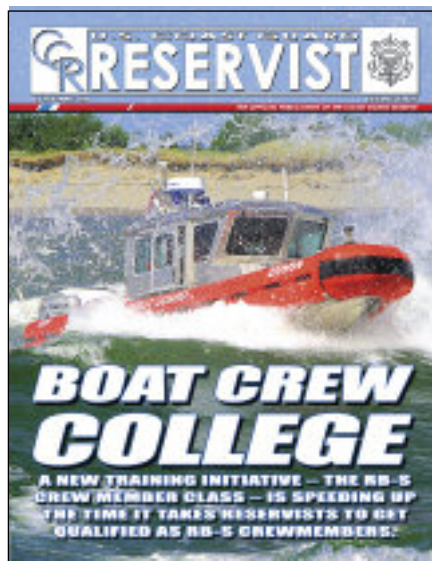


BOAT CREW COLLEGE

**A NEW TRAINING INITIATIVE – THE RB-S
CREW MEMBER CLASS – IS SPEEDING UP
THE TIME IT TAKES RESERVISTS TO GET
QUALIFIED AS RB-S CREWMEMBERS.**

Boat Crew College — It's Back to School?

When I was in school, I recall despising seeing “Back to School” ads in the newspaper right after the Fourth of July. Now that I’ve been out of school for a few years, I just chuckle when I see them. How soon you forget — I didn’t have any problem running a cover story entitled “Boat Crew College” in mid-summer. Don’t worry, this isn’t about memorizing the periodic table or any similar drudgery from bygone school days. “Boat Crew College” was mostly practical, hands-on training for 13 Coast Guard Reservists who attended the 25-foot Response Boat – Small training at Station Cape Cod Canal, Mass. in early May.



My hat is off to BMCS James Deal and BMC William Saunders, both reservists who served as class instructors. Although I was only on board two days, it was obvious that they were passionate about their topic and the students were soaking it all up too.

This issue has a lot more good stuff! The story on the Coast Guard stock car is sure to get your wheels spinning, while IV2 Manny Puri being voted #2 Top Cop on *America's Most Wanted* will make you proud! Making me equally proud are this year’s USCG honor winners, including OS1 Thomas Zeiner, the national Reserve Enlisted Person of the Year and Sector San Francisco, winners of the Sparks Award.

Earlier this year, I asked MCPOCG Charles “Skip” Bowen if he would be interested in writing a column for *The Reservist* at the one-year mark of his tenure as our top-ranking enlisted member. He responded affirmatively and his column graces the inside back cover of this magazine. Thank you, Master Chief Bowen!

Does the name Marvin Perrett sound familiar? “Marvelous Marvin” was a World War II-era Coastie who served at both D-Day and Iwo Jima. For years, he gave presentations on the Higgins boat while wearing his Coast Guard replica uniform. I first met Marvin during the week of the Commandant’s change of command in May 1998. He was 72 at the time and loved every minute he spent underway on a PSU 305 Raider boat on the Potomac River. Marvin was a colorful character and there is no doubt he loved the Coast Guard. He crossed the bar May 6 at the ripe old age of 81 — just four days after he piloted a Higgins boat in Lake Pontchartrain. We’ll miss our shipmate, Marvin, and we thank him for his legacy. See his “Taps” on Page 41.

As you flip through the following pages, you’ll notice that District Reserve News is back! Each issue, I will attempt to run something from every district. If your district is not represented, feel free to tell me about what’s going on. Coming up again this fall, it’s “Citizen-Coastie” time once again — send in a short article (100-200 words) about your civilian occupation along with a good high-resolution photo. The deadline for submissions is Oct. 1, 2007 (see the Bulletin Board for more details and the March 2004 *Reservist* for examples, on-line at www.uscg.mil/reservist).

Happy Coast Guard Day on Aug. 4 and have a great summer — even if school is right around the corner. And don’t forget your first homework assignment — a short 100-200 word essay and a photo on your civilian occupation due Oct. 1!!!

— ED

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or send your address change to your unit SPO.

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Enlisted: arl-dg-cgpcirr@uscg.mil
or call 1-866-735-3897

RETIRED RESERVISTS:
Please send e-mail to
Personnel Service Center (ras) at:
psc-dg-ras@uscg.mil
or call 1-800-772-8724

24 Boat Crew College

A new training initiative is speeding up the time it takes reservists to get RB-S crewmember qualified.



6 Up Front

It’s all about the versatility of the RB-S.



16 Reserve News

REPOY, the launch of the IS rate, SITREP #3, Sparks Award, and news from every district.



32 Speedway

Meet the crew that is bring Coast Guard racing back to its roots.

Also in this Issue:

- | | | | | | |
|----|-------------|----|----------------|----|-------------|
| 4 | Letters | 5 | Snapshot | 14 | The View |
| 22 | Graduations | 36 | Bulletin Board | 39 | Retirements |
| 41 | Taps | 42 | Book Reviews | 43 | On Deck |

30



Top Cop

A reservist has been voted one of America’s Top Cops

More on the CG Lady

What a lovely article and pictures of our SPAR veteran Lois Bouton (Issue 2-07)! Reading about her Coast Guard time at the famous Biltmore Hotel in Palm Beach was a nice memory trip. I may even have had her in the boot camp course as I enlisted in August 1944. She stated it was the duller of all of them and since I don't remember it, perhaps that was the case. Then again, my recall isn't what it used to be! Her prodigious letter writing is so commendable. Kudos to her and to the magazine to recognize and feature such an extraordinary loyalty and remarkable ministry — makes me proud of our shared past to learn of the continuity of her outreach to present Coast Guard units. Semper Paratus!

— Sr. Mary Beth Maney,
USCG SPAR
White Plains, N.Y.



Memorial Day in Baghdad

On Monday, May 28, in Baghdad, we celebrated Memorial Day — not with a block party, barbeque, picnic or ballgame, but with a solemn service at 1900 hours. Each of the Armed Forces was represented, including three of the four Coast Guardsmen in Baghdad. It was a time to remember those who paid the ultimate sacrifice in service to their nation and to pray for their families and friends who must live with the pain of losing a loved one. It was my honor and privilege to stand alongside some of the bravest, most dedicated and humble men and women our nation has in its military. I was joined by Coast Guard LCDR Brenden Kettner and LT Robert Pirone, who also served in the color guard. LT Tiffany Hansen was with us in spirit since she is currently assigned to a remote forward operating base.

All of us are here because we want to be and believe that we are making a difference in the lives of the ordinary Iraqis who simply want to live their lives, go to work and raise their families in peace. But we are here for another more important reason and that is to be here for each other. The military is much like the fire department in that people work together in teams and develop a camaraderie that binds them together. I have been blessed over the years to experience this sense of belonging; the joys of success in a fire-rescue operation and in a military mission. Along with the good times, there are sometimes bad ones.

On this Memorial Day, I especially remembered Army Spc. Kevin Wessel, 3rd Infantry Division, who was killed in action in Baghdad April 19, 2005 while I was in Kuwait. Kevin was a Coast Guard Auxiliarist who joined the Army after being informed that the Coast Guard had a two-year waiting list. We worked together at the Port of Ash Shuaibah offloading equipment for the 3rd Infantry Division which was deploying north. When he saw me in the dining facility, he asked if he could join me for lunch since he had so many friends in the

Coast Guard in Hawaii and Oregon. We struck up a friendship and I was hoping to get him into the Coast Guard after his initial enlistment in the Army.

The 3rd Infantry Division is back again, on its third deployment and I have spoken to several officers and NCOs who served with Kevin in 2004. Each of them remembers him the same way I do — as a young gentleman who never used profanity and who was fiercely dedicated to his job and his brothers in arms. I was constantly energized by his youthful enthusiasm and his desire to join the Coast Guard. May God bless Army Spc. Kevin Wessel, DC3 Nathan Bruckenthal and all those who have died serving their country. Semper Paratus.

— CWO4 Jack Brown, USCGR
Baghdad, Iraq

Offended by Diversity Stats

I've enjoyed The Reservist magazine for many years. However, I found an article in your last edition (2-07, Page 16) offensive and I had to write. The article on diversity had graphics that listed "Caucasian" and "Other" together in the same ethnicity. I found this to be an obvious attempt to present a slanted view of the Coast Guard ethnic makeup. I have seen the Coast Guard work hard to enlist and promote minorities to the rank of flag officer (admiral), but there is no need to exaggerate the numbers to prove a "need" for more diversity. Some people consider themselves "other" if they are of mixed race, uncertain of their race, or if they just don't think that race should be an issue. The author stated that this is going to be a regular feature in the magazine and I wanted to state my objection to this graphic representation.

— BMCS David Weathersby, USCGR
Conroe, Texas

Ed's note: Thanks for your feedback, senior chief. The numbers are not supposed to represent a perceived diversity shortage or surplus, it was merely a representation of how SELRES members self-identified. For our purposes, the "other" category was used when self-identification or non-reporting of data left it ambiguous, but it was still necessary to report the data.

Useful in Retirement

I just wanted to let you know how handy The Reservist is for all of us — even in retirement. For some time now, I have been trying to get my Global War on Terrorism medal. I have contacted some old friends — some at HQ, some in my previous unit and unfortunately I got nowhere. I thought that with all the people I knew, it would be easy. Well it wasn't.

In a recent edition of The Reservist, one person had questions about some World War II medals. You gave that person the name and e-mail of Mr. Mike Gable at

Headquarters. I used that information and contacted Mr. Gable. He requested some documentation from me, which I faxed to him and the outcome was outstanding. His office got back to me stating that I am eligible for that medal and also, maybe for the Global War on Terrorism Expeditionary Medal. I can't believe it, after all this time my shadow box will be complete.

— MCPO Johannes "Hans" Verhaeg, USCGR(Ret.)
Fort Lauderdale, Fla.

CGC JUNIPER, CGC MAGNOLIA

When my wife and I returned to our Niagara Falls, N.Y. home after spending the winter in Florida, Issue 2-07 of The Reservist was waiting here for me. I was delighted to see the photo of the CGC JUNIPER (Pages 6-7). It brought back some fond memories. I was stationed aboard a tender, the CGC MAGNOLIA in 1962-63 out of Yerba Buena Island (YBI).

I loved all the ships I served on during my enlistment, but was especially fond of the "MAGGIE." It was not exciting work, steaming up and down the coast servicing the sea buoys and lighthouses, but I enjoyed our sense of purpose. By the way, we really did steam as the cutter was, in fact, steam powered. Serving aboard her always reminded me of the movie "Mr. Roberts", without the evil James Cagney, of course.

In April of 2002, I attended a reunion of the CGC TANEY crew at Alameda, Calif. While at the reunion, I drove over to YBI and toured the CGC ASPEN which had recently arrived at its homeport. What a wonderful ship it was. I was amazed at the comfort, electronics, power plant and all around apparent seaworthiness. I hope the folks who serve aboard these tenders have an appreciation for their ship. The MAGNOLIA, although it looks a little sea worn and unkempt after a hard day's work, is still beautiful. Semper Paratus.

— Mr. Paul Dragone
North Tonawanda, N.Y.

Back Issues Project

My hearty congratulations on your initiative to .pdf all back issues of The Reservist! It is a worthy task which will not only help preserve the history of the Coast Guard Reserve but broaden the entire Coast Guard's understanding of our component's (and our individual members') contribution and place in noble service to America. Can't wait to read more as you post them.

— CAPT Douglas E. Clapp, USCGR(Ret.)
Parker, Colo.

I have recently become aware of your Coast Guard Reserve Web site (www.uscg.mil/reserve). As a reservist from 1957 to 1968, I looked forward to receiving my copy of the newsletter each month. I still have some copies from February 1958, where I appeared in a group picture aboard CGC UNIMAK, and June 1958, when my unit, ORTUAG 03-358 was commissioned at Rockaway Lifeboat Station. I eagerly await your addition of the back issues from 1955 through the ones already online, so that I can relive my time in the USCGR. Thanks again for the Web site.

— J. O'Connor
Bolivia, N.C.

Corrections

The caption for the REBI Class Romeo 02-07 portrait in Issue 3-07 (Page 21) listed SN Daniel Kohner as Eaniel. We apologize for the error.

SNAPSHOT

Here is the breakdown of the average age and total number of officers, warrant officers, and enlisted personnel in the Coast Guard Selected Reserve by paygrade:

OFFICERS		
Paygrade	Average Age	Total #
O-8	56	1
O-7	52	1
O-6	53	37
O-5	48	121
O-4	42	257
O-3	37	356
O-2	34	207
O-1	32	76
Average Age of Officers		39

WARRANT OFFICERS		
Paygrade	Average Age	Total #
W-4	56	2
W-3	52	1
W-2	53	37
Average Age of CWOs		50

ENLISTED		
Paygrade	Average Age	Total #
E-9	50	85
E-8	49	141
E-7	46	674
E-6	41	1188
E-5	34	1254
E-4	29	2427
E-3	25	531
E-2	21	205
Average Age of Enlisted		34

Source: Mr. David Maynard, CG-1313, Reserve Information and Evaluations Division. Current as of June 2007.



TAMPA, Fla. — Coast Guard 25-foot RB-S from Station St. Petersburg, Fla., returning from a vessel escort, practice close quarters boat-handling near Tampa Bay.
Photo by LCDR C. T. O'Neil



ST. PETERSBURG, Fla. — Members from Coast Guard Station St. Petersburg, Fla., pass in review to CAPT Joseph Servidio, commander of Coast Guard Sector St. Petersburg, at the St. Petersburg Pier.
Photo by PA3 Robert Simpson

NEW YORK — GM3 Jesse Schwartz and BM3 John Wolf from Marine Safety and Security Team 91106 man their weapons on a 25-foot RB-S in New York Harbor. Photo by PA3 Annie R. Berlin



WEST SACRAMENTO, Calif. — A Coast Guard 25-foot RB-S, from Station Vallejo, assists marine biologists working to direct wayward whales in a turning basin by West Sacramento. The whales eventually made it back to the Pacific Ocean.
Photo by PA3 Jonathan R. Cilley



All Aboard for Future Changes



By RDML
Cynthia A. Coogan,
USCG,

Director of
Reserve and Training
(CG-13)

“We live in a world of dynamic threats and hazards and must adapt accordingly. We will not change for change’s sake but purposefully, with strategic intent and always focused on our first priority and duty to the nation: Mission Execution.”
– Coast Guard
Commandant, Admiral
Thad W. Allen

I have been traveling a lot lately. From visiting with some of you serving with the U.S. Transportation Command (TRANSCOM) at Scott Air Force Base in Illinois, to the PSU 301 detachment at GTMO in Cuba (who just returned home June 8), to courtesy visits with other Reserve Component Chiefs, to presiding over the change-of-command ceremony at TRACEN Cape May, to congratulating graduates of the Reserve Chief Petty Officer Academy Class XXIII in Petaluma, I have had a chance to hear many of your perspectives on the modernization and transformation the Coast Guard is undertaking. In this column, I would like to take the opportunity to address your concerns and share in your excitement.

First, one of the many things I have realized over the years is that the Coast Guard is a dynamic organization. We have people from all walks of life and all ages, from the “Boomers” to the “Me Generation.” Motivations differ, expectations vary widely and the Coast Guard could easily devolve into utter chaos. It doesn’t because of two things: strong leadership and common goals.

Since taking command as Commandant just over a year ago, Admiral Allen has embarked on an aggressive path of modernization and transformation. If you have been in the Coast Guard as long as I have, you know this is not the first time the Coast Guard has changed, between various streamlining initiatives, integration of the Reserve Component and growth after 9/11. You might be tempted to dismiss this latest set of initiatives as just one more change effort, something else to weather until the Coast Guard gets back to “ops normal.” However, let me be the first to dissuade you of that notion. YOU are needed to help execute these changes. I can hear some of you asking, “What’s in it for me?” The short answer: a lot. Others are thinking, “How will it affect me personally?” No one knows for sure. That is why transformation is challenging, because the end state is not fully defined, which can be scary and difficult to manage.

But of this I am certain: we are not changing for change’s sake. In its 216 years of existence, the Coast Guard did not become a world-class organization by staying stagnant. We change to adapt to the new realities of a post-9/11 maritime environment. This means we not only must change how we operate, but how we support the people, the platforms and the systems that allow us to operate. The Commandant’s modernization and transformation initiatives focus Coast Guard leadership, from the flag level to the deck plate,

on two common goals: Mission Execution and Mission Support.

Mission Execution is the more flashy part of the equation. In day to day operations, it is conducting security patrols to keep the port of Seattle safe, plucking the stranded person off the roof of their flooded house in Texas and saving manatees in Florida from irresponsible jet skiers by enforcing the no wake zone. From a strategic standpoint, it is implementing the Sector organization so the operational commander has the resources to execute all of the day to day operations. It is standing up the Deployable Operations Group (DOG) on 20 July, making the Coast Guard more able to respond to large-scale incidents.

As important as Mission Execution is, it can not happen without proper planning, training, and preparedness. That is where Mission Support gets the opportunity to shine. As a very astute Reserve Program Administrator told me once, a security patrol can’t happen if there is no one to drive the boat, no one to make sure it is gassed up and ready to go and no tactics, techniques or procedures to make sure the patrol is effective. This is the part of the Coast Guard’s transformation process that I think has the greatest opportunity to affect reservists — and for the better. We have already started the process with the shift to numbered staffs at Headquarters, making it easier for us to speak the same language as our Department of Defense counterparts in joint operations. It is the establishment of the new Acquisition Directorate (CG-9) on 13 July that consolidates the \$28 billion investment portfolio for modernization and recapitalization of the Coast Guard’s fleet of cutters, aircraft and shore facilities. It is the painstaking planning work in a Reserve Mission Support System which is building the policy and tools that will make each reservist ready for all threats/all hazards response.

Like I said earlier, the Coast Guard uses strong leadership and common goals to make Mission Support and Mission Execution happen. Just looking over the list of recent award winners makes it clear that no matter where you are in the organization, you can make a difference. Here are some examples:

Reservist OS1 Thomas Zeiner, who voluntarily deployed during three consecutive Naval Coastal Warfare Squadron (NCWRON) deployments in Kuwait. Not only were his technical skills crucial in providing a detailed real-time tactical picture for the NCWRON commander, he took the initiative to conduct boardings, procure a safe to make the Educational Service Officer’s job easier and

volunteered for beach cleanups and orphanage goodwill missions. He was selected as the Reserve Enlisted Person of the Year, one of the “Top 5” performers for Team Coast Guard.

Sector San Francisco, the 2006 Sparks Award Winner, which achieved consistency across 27 units by developing a Reserve management training program that clearly delineates Reserve and active duty member responsibilities, and which also instituted a three-year plan to integrate reserve management and training to meet mobilization requirements. They truly embody the “One Team, One Fight” concept.

Reservist LTJG David Fernandez, our latest Williams Award winner, who is heavily involved in diversity-focused initiatives and has an impressive record of diversity mentoring, community outreach and minority recruiting.

These goal-oriented reservists used their leadership and innovation to get the job done and make life better for their fellow reservists, active duty and civilian co-workers, auxiliaries and the public. Please join me in congratulating them.

Additionally, our cover story on “Boat Crew College” features reservists that saw a problem and applied their own leadership and innovation to devise a solution. Napoleon Hill, author of Think and Grow Rich and advisor to Andrew Carnegie summed it up nicely when he said, “First comes thought; then organization of that thought into ideas and plans; then transformation of those plans into reality. The beginning, as you will observe, is in your imagination.”

My staff in the Office of Reserve Affairs is hard at work to make the Commandant’s intent of superior Mission Support and Mission Execution a reality. I am confident we will build an organization that will ensure sustained success in our three core mission areas: maritime homeland security, domestic and expeditionary support to national defense, and response to domestic disasters, both natural and man-made, - but we need YOUR help.

Here’s how:

- Keep up to date by checking out the Reserve web site www.uscg.mil/reservist and the Coast Guard website www.uscg.mil for the latest news.
- Keep in touch with your local Senior Reserve Officer, Gold/Silver Badge Master Chief Petty or Senior Chief Petty Officer, as well as the Force Optimization and Training Branch.
- Keep in touch with your local active duty supervisor and counterparts.
- Ask questions.
- Network with your fellow reservists to share good ideas and keep everyone in the loop.
- Maximize formal training opportunities.
- Enhance your personal readiness by planning your IDT/ADT in advance to take advantage of on the job training.

This modernization and transformation effort will have far-reaching implications as you drill, serve your two weeks on active duty and as some of you take advantage of other active duty opportunities. Sometimes, the Coast Guard you once knew seems barely recognizable. I encourage you to ask questions and get involved. We need your leadership! While change can seem daunting, and the way ahead may not always seem obvious, in the end, it will be well worth it.

Commandant’s Intent SITREP #3

One year into his tenure as Commandant, ADM Thad Allen updated the men and women of the Coast Guard via Commandant’s Intent SITREP #3 (R 252111Z MAY 07). The entire message can be found on the Coast Guard Reserve website at: www.uscg.mil/reserve/msg07.htm. Here are the highlights of Commandant’s SITREP #3:



ADM Thad Allen

Pledge of Mission

Excellence: At his change-of-command ceremony on May 25, 2006, ADM Allen pledged to the American public that our Coast Guard would strive for mission excellence in all we do. He said, “We cannot, nor will we, retreat from our commitment to mission execution. Together, we will sustain the high level of performance that Americans have come to expect from their Coast Guard.” He is staying the course on that pledge, but is also making some important changes in order to keep that pledge.

What We’ve Done: The Coast Guard has published the Coast Guard Strategy for Maritime Safety, Security and Stewardship, completed the reorganization of HQ into numbered staffs to align with DoD partners, and unified Coast Guard operating programs.

What We’ll Do Soon: In July 2007, the Coast Guard will stand up the new acquisition organization, CG-9, and the command element of the Deployable Operations Group (DOG).

Also in the Works: We are also prototyping new small boat logistics support systems at Sector Baltimore and Sector San Francisco as part of a transition to a bi-level system of maintenance for the Coast Guard. We are changing the course of Deepwater to improve oversight and performance. We are modernizing other critical systems through Rescue 21 and the nationwide Automated Identification System program to enhance mission capabilities. Over the next year, we will finalize the structure of our new field and mission support organizations, and assess staffing at sectors.

“All Hands” Evolution: ADM Allen needs everyone onboard whether you’re a reservist, auxiliary, civilian or active duty.

What He Needs From Us: Be flexible, trust in your leadership, understand what we’re doing, talk about it, be professional, stay focused on the mission, and take care of each other, your family and yourself.

Learn More: Stay abreast of the latest info at “From the Helm” at: <http://cgweb.comdt.uscg.mil/> and Commandant’s Corner: <http://www.uscg.mil/comdt>.

Coast Guard Honors Top Performers for 2006

OS1 Thomas Zeiner is National Reserve Enlisted Person of Year

WASHINGTON, D.C. — Five outstanding members of Team Coast Guard were recognized recently for their exemplary contributions to the Coast Guard. They were formally recognized at the Honors Ceremony at the Navy Memorial in the nation’s capital May 22.

OS1 Thomas C. Zeiner is the national Reserve Enlisted Person of the Year for 2006. Nominated from the Thirteenth Coast Guard District, and a member of Naval Coastal Warfare Squadron (NCWRON) 34, Zeiner voluntarily served with two forward deployed NCWRONS in support of OPERATIONS ENDURING and IRAQI FREEDOM. He served as Mobile Ashore Support Terminal (MAST) Communications Technician operating a variety of Command, Control, Communications, Computer, Intelligence, Surveillance and Reconnaissance (C4ISR) platforms to provide a detailed real-time tactical picture for the NCWRON Commander. His knowledge and in theater experience was key in providing continuity during three consecutive squadron deployments. In addition to his watch standing duties, Zeiner also conducted over 100 boardings and vessel escort missions that ensured the support of theater operations. Despite limited opportunities for community service due to high threat levels and force protection conditions, Zeiner participated in four Kuwait Naval Base beach cleanups and a goodwill mission to the Kuwait National Orphanage and Center for Disabled Children. “I have spent the last two years deployed with some of the best people in the Coast Guard,” said Zeiner. “I feel like this award really represents all the great things Coasties are doing every day in NCW.” Zeiner, a full-time student at Portland State University in Oregon, was meritoriously advanced to E-6 at the Honors Ceremony. His portrait will be displayed throughout the coming year on the REPOY plaque at the entrance to the Office of Reserve Affairs in the Jemal Riverside Building adjacent to Headquarters.

ASTC Mario M. Vittone of USCG Air Station Elizabeth City, N.C. is the active duty Enlisted Person of the Year. Vittone’s commitment to the development of subordinates and peers is evidenced by his direct involvement in their professional development, personal growth, and wellness. He is routinely sought after to assist in special projects that have significant Coast Guard-wide impact. In addition to creating a precise operating guide for the survival shop, he has also written several safety and leadership articles that have provided insightful and practical methods to incorporate safety into everyday work routines. In his free time, he volunteers as a member of the Commandant’s Diversity Advisory Counsel and as an advocate for abused and neglected children with the Chesapeake, Va. court system. He was meritoriously advanced to E-7 at the Honors Ceremony.



OS1 Thomas C. Zeiner

Mr. Marvin E. Bucher of Sector Upper Mississippi is the New Auxiliarist of the Year for 2006. Immediately after election as a flotilla commander, he developed an inspirational flotilla vision statement, clear flotilla goals, and a comprehensive recruiting and training plan. He conducted four safe boating weekends at Lake Carlyle, Ill., resulting in 223 vessel examinations and taught a public education course. He also created a Regional Examination Center St. Louis Satellite Office program staffed entirely by auxiliarists at four locations across an 11-state area.

Mrs. Ramona L. Vazquez of the Coast Guard Yard in Baltimore is the Civilian Employee of the Year (Coast Guard Appropriated Fund) recipient. Extremely adept at problem solving, she provided an administrative solution to a billing data problem with the DHL carrier that had wide impact. She developed a process for extracting the data and placing it in an easy-to-read spreadsheet. This helped minimize the financial risk to the Coast Guard of over \$1.5 million in DHL accounts. She also co-founded and serves as president of the Baltimore area Coast Guard Command Spouses’ Association. She spearheaded “Nate’s Open Door,” a baby pantry that provides donated baby shower and children’s items for active duty, reserve, auxiliary members and civilian employees who need assistance. It is named after DC3 Nathan Bruckenthal who was killed in action while serving in support of OPERATION IRAQI FREEDOM.

Mrs. Donna L. Dowling is the Civilian Employee of the Year (Coast Guard Non-Appropriated Fund) recipient. She is manager of accounts payable for one of the Coast Guard’s larger MWR programs at Air Station Cape Cod, Mass. During 2006, Dowling processed over 1,200 invoices totaling over \$900,000, managed payroll accounting for over 70 NAF employees as well as payroll expenditures of over \$644,000. She was a key player in a remodeling effort of the golf course clubhouse which had not been remodeled in over 15 years. As a result, patronage increased in the snack bar by 25 percent.

All five of these outstanding individuals were honored during the week of May 21-25 in Washington, D.C., with the May 22 ceremony a highlight of the week’s events. See ALCOAST 220/07 for more information.

The Coast Guard’s Enlisted Person of the Year predecessor program began in 1984 and was originally called the Naval Enlisted Reserve Association’s Outstanding Enlisted Coast Guard Reservist. NERA still honors the Reserve winner at their annual conference each fall. In 1995, the Master Chief Petty Officer of the Coast Guard’s Office became the program administrator, and it was renamed the Enlisted Person of the Year Program. In 2001, the program was expanded to recognize exemplary civilian employees and last year, the New Auxiliarist of the Year program was added so that all components of Team Coast Guard are represented.

Ceremony Marks Intelligence Specialist Rating Launch

WASHINGTON, D.C. — The Coast Guard’s new Intelligence Specialist (IS) rating was launched with a special ceremony at Headquarters April 23.

ADM Thad Allen, Coast Guard Commandant, and Mr. James Sloan, Assistant Commandant for Intelligence and Criminal Investigations, presided over the ceremony where the future IS Rating Force Master Chief, David Rochefort, and fellow Master Chiefs Brian Lincoln and Mark Pearson became the first Coast Guard Intelligence Specialists and were made plank owners of the new rating.

During the ceremony, the Commandant praised the men and women working in Coast Guard Intelligence for their “willingness, capacity and competency,” stating that the creation of this new rating will greatly benefit the service’s intelligence work.

Presently, applications to lateral to the IS rating and associated Intelligence Systems Specialist (ISS) warrant officer specialty are being accepted by Coast Guard Personnel Command. Lateral panels will convene this summer to select the remaining inaugural members of the IS rating and ISS specialty, and those chosen will formally transition to their new designators on Jan. 1, 2008. The approximately 275 active duty enlisted members and 11 warrant officers will work in tandem with a Reserve component consisting of just over 100 enlisted members, plus two warrant officers. They will collect, process, analyze and disseminate intelligence in support of Coast Guard operational missions, and will develop comprehensive, timely, detailed visibility into events, conditions and trends in the maritime domain.

Intelligence operations are not new to the Coast Guard. The Coast Guard began its intelligence work during the Prohibition era in its efforts to stop the then illegal trafficking of alcohol. After Prohibition was repealed, the Coast Guard continued to use its intelligence capabilities in the enforcement of laws and treaties, like its current focus on the importation of illegal drugs and migrants. In 2001, President George W. Bush signed legislation that amended the National Security Act of 1947, making the Coast Guard a formal member of the Intelligence Community (IC).

Membership in the IC provided the Coast Guard Intelligence program with additional authorities and resources to develop and expand Coast Guard intelligence capabilities.

The Coast Guard began considering options to professionalize its intelligence workforce with the creation of the Intelligence Competencies Working Group (ICWG) in June 2004. The ICWG conducted an 18-month review of the service’s intelligence requirements, practices and future workforce needs. One of the working group’s recommendations was to create an enlisted rating and associated warrant officer specialty for intelligence. The Commandant approved the ICWG’s recommendations in November 2006, and an implementation team was formed under the joint guidance of RADM Fred Rosa Jr., Deputy Assistant Commandant for Intelligence and Criminal Investigations and Dr. Stephen Wehrenberg, Chief of Human Resource Strategy and Capability. The IS/ISS Working Group is hard at work completing all required tasks to establish the Coast Guard’s newest rating.

However, the future of Coast Guard Intelligence is dependent on today’s workforce. Applications to lateral to the IS rating and ISS specialty are currently being accepted by Coast Guard Personnel Command. Coast Guard enlisted members E-4 to E-8 and CWOs or CWO-selects may apply to lateral, provided they have past or present intelligence experience. Applicants are also required to be eligible for top secret clearance with access to sensitive compartmented information. Enlisted lateral applications will be accepted through Aug. 15, 2007. For complete details regarding the IS/ISS lateral application process and qualifications, refer to ALCOAST 078/07.

Additional information about the IS rating and ISS specialty can be found on Coast Guard Central. From the CG Central home page, go to: “Strategic Initiatives,” then “Future Force,” then “Intelligence Specialist Enlisted Rating and CWO Intelligence Systems Specialist.”

— LTJG Marie E. Barry, USCGR



ADM Thad Allen, Coast Guard Commandant, and Mr. James Sloan, Assistant Commandant for Intelligence and Criminal Investigations, presided over the ceremony where the future IS Rating Force Master Chief, David Rochefort, and fellow Master Chiefs Brian Lincoln and Mark Pearson became the first Coast Guard Intelligence Specialists and were made plank owners of the new rating.

Photo by PA1 Eugene O’Berry

Coast Guard Re-establishes Storm Flag Program

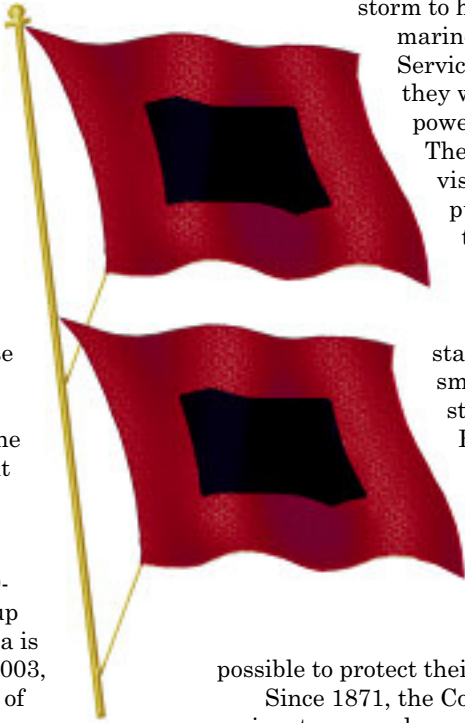
WASHINGTON, D.C. — The U.S. Coast Guard announced recently that it is re-establishing a Coastal Warning Display (Storm Flag) program at selected Coast Guard boat stations throughout the U.S. to warn the public of approaching storm conditions.

Coast Guard stations participated in the National Weather Service’s official Coastal Warning Display program for over 100 years along with yacht clubs and marinas until it was discontinued in 1989.

“For everyone living along the coast, these storm flags serve as a visible reminder of the destruction that can be wrought by nature — especially as we head into this year’s hurricane season,” said RADM David Pekoske, Assistant Commandant for Operations.

According to the National Oceanic and Atmospheric Administration’s “Population Trends along the Coastal United States: 1980-2008,” the narrow coastal fringe that makes up 17 percent of the nation’s contiguous land area is home to more than half of its population. In 2003, approximately 153 million people (53 percent of the nation’s population) lived in the 673 U.S. coastal counties, an increase of 33 million people since 1980.

“Storm flags are a nautical tradition for mariners and the Coast Guard is pleased to bring back this part of our maritime heritage,” said CAPT Jim McPherson, the Coast Guard’s Chief of Public Affairs. “However, the real message is that as the flags indicate changing weather from gale to



storm to hurricane conditions, everyone, not just mariners, must tune in to National Weather Service broadcasts and start thinking what they will do to prepare for the worst. The power of nature cannot be underestimated. These nautical flags are intended to visually communicate to the American public the lesson of past hurricanes to take personal responsibility for individual safety in the face of an approaching storm.”

Starting June 1, selected boat stations will hoist display flags to warn of small craft advisories, gale warnings, storm warnings and hurricane warnings. Residents of coastal communities are urged to tune to National Weather Service radio broadcasts for the latest information when they observe a flag hoisted as part of this program. The flags are not intended to preclude mariners from taking necessary precautions as soon as

possible to protect their vessel and crews.

Since 1871, the Coast Guard has responded to over 70 major storms and saved nearly 300,000 people. During Hurricane Katrina, Coast Guard helicopter and boat crews rescued over 33,000 people.

For more information, see www.uscg.mil/news/stormcenter/ for suggestions on how to prepare vessels ahead of a storm and ALCOAST 290/07.

— CDR Jeff Carter
Office of Coast Guard Public Affairs

Sector San Francisco Wins Sparks Award

SAN FRANCISCO — Sector San Francisco has been selected as the FY06 RADM Bennett S. “Bud” Sparks Award winner.

This award is presented annually by the Reserve Officers Association (ROA) of the United States. It is presented to the Coast Guard unit judged to be the most supportive of a totally integrated Coast Guard force demonstrated by its effective use of Coast Guard Reservists as outlined in ALCOAST 127/07.

Sector San Francisco demonstrated exceptional Reserve management and readiness by meeting the objective measures and by the efforts undertaken to obtain them. Their actions were consistent across the 27 units in Sector San Francisco and are in keeping with the Commandant’s focus on mobilization readiness as discussed in the Reserve Policy Statement.

Sector San Francisco was selected from among eight nominees. Some of their noteworthy initiatives included:

- Development of Reserve management training which clearly and concisely lays out the duties and responsibilities of both Active and Reserve component personnel in effective management of the Coast Guard’s Reserve program.
- Achievement of a 98 percent response rate during their most recent mobilization exercise (MOBEX).
- The institution of a “three-year plan” for integrating Reserve management and training, focusing extensively on

mobilization training associated with both Reserve Personnel Allowance List assignments and Contingency Personnel Requirements List requirements.

- Demonstrated effective stewardship and utilization of the Reserve Silver Badge Program through their “72-hour program” where accessions are contacted prior to reporting to Initial Active Duty for Training and again prior to their first duty period. The sector also instituted mandated leadership training for Reserve E-6s through O-4s.

“Sector San Francisco’s Reserve Forces play a critical role in our unit’s operational readiness,” said CAPT William J. Umberti, Sector San Francisco Commander. “They work side by side by our regulars on a daily basis in executing and supporting our multi-mission responsibilities.”

Representatives of Sector San Francisco were presented with the award during the ROA 2007 National Convention in San Francisco in late June. For more info, see ALCOAST 287/07.

The award’s namesake, RADM Bennett S. “Bud” Sparks, served in the Coast Guard and Coast Guard Reserve from 1942 until 1989. He continues his strong support of the Coast Guard Reserve since his retirement nearly two decades ago. Originally called the Total Force Award, it was renamed in Sparks’ honor in 1993.

Small Town Coasties Finally Meet



WINTHROP, Maine — Three years ago, Coast Guard Reservist PS2 Chris Carson was walking the halls at the Winthrop Middle School where he worked as the school resource officer when he came across a student wearing a Coast Guard T-shirt. “Do you know someone in the Coast Guard?” asked Carson.

“Yes, my dad (MKC Antonio Balcer) is, he is on a Coast Guard cutter,” replied the student.

The boy later became friends with Carson’s oldest son as the boys were in the same grade.

While deployed in GTMO Cuba with PSU 301, Carson learned that the CGC TAHOMA was in port.

On a chance, Carson drove to the pier where the cutter was tied up. When Carson showed up on board, MKC Balcer was on the phone talking with his wife. When Balcer saw Carson wearing a desert cammie uniform, he asked his wife the name of the “Winthrop Police Officer in the Coast Guard, serving in GTMO.”

“Chris Carson,” she replied.

Balcer called out Carson’s name — and the two finally met. They had been living in the same town for the past three years (Winthrop, Maine, population 2,800) and never met. They also learned they were both at boot camp in 1986 and shared similar remembrances of their company commander.

While both men took different paths (Balcer making a career out of the Coast Guard, and Carson returning to the Reserve after the events of 9/11), both had similar tales to tell.

The two Coasties got together for a cup of joe, and later



posed for this photo, which they sent home to their sons back in the States. Future plans: go riding motorcycles when they both return home to Maine.

— Submitted by
PS2 Christian
Carson,
USSOUTHCOM
JTFTGMO

Taking Aim



Reservist PS2 Chris Delaney, Sector New York, takes aim at the Sandy Hook, N.J. rifle range as part of his annual qualifications.

Memorial Ride Honors Fallen Shipmate



CHESAPEAKE, Va. — Coast Guardsmen participated in the Inaugural Bruckenthal Memorial Motorcycle Ride May 24 in an effort to raise funds for the daughter of DC3 Nathan Bruckenthal. To date, Bruckenthal is the only Coast Guardsman killed in the line of duty while deployed in support of OPERATION IRAQI

FREEDOM. The motorcycle ride started at the Coast Guard Communications Area Master Station Atlantic in Chesapeake, Va., and rode throughout the Hampton Roads region, stopping for lunch in Yorktown, Va., before returning back to Chesapeake.

— Story and photo by
PA2 Christopher Evanson,
5th District Public Affairs



Participants in the Inaugural Bruckenthal Memorial Bike ride prepare to depart the Coast Guard Communications Area Master Station Atlantic in Chesapeake, Va., May 24.



“SAFE” Riding

BM3 William Poertner of PSU 307, center, bikes along a Florida highway during the 180 SAFE 1,200-mile bicycle journey. The 12-day trip, which ended April 6, was sponsored by the “Stay Alive From Education.” SAFE is a program created 17 years ago to raise awareness of the importance of wearing seat belts and not drinking and driving.



NOLA All-Hands Aimed at Reserve Readiness



NEW ORLEANS — Reserve readiness was front and center at Sector New Orleans’ biannual Reserve weekend all hands April 21-22. CAPT Frank Paskewich, Commanding Officer, Coast Guard Sector New Orleans, kicked-off the event praising Sector NOLA Reservists for their devotion to duty. Paskewich also presented CDR Carl Edmiston, Senior Reserve Officer, Sector New Orleans and the sector crew with the Coast Guard Unit Commendation for their response efforts following Hurricanes Katrina and Rita in 2005 (see photo below). He also recognized and presented several personal awards and qualification letters to several members of the crew.



This Reserve all hands was aimed at ensuring Sector NOLA is fully prepared for the next call-up, whether in support of a disaster or national security-related incident. The remainder of the hectic two-day event was spent completing a number of readiness-related items including: medical and dental examinations, hurricane preparedness training, anti-terrorism and force protection training, general Contingency Personnel Requirements List training, updating personal recall information and completing an assortment of required general military training.

— LCDR Andy Sheffield, MSU Morgan City, La.

Museum Ship Serves as Training Platform for MSU Toledo



TOLEDO, Ohio — “Drop your weapon and get on the ground!” Those were the words frequently heard during an exercise that took place on a recent reserve weekend at Marine Safety Unit Toledo.

On April 21, MSU Toledo reserve and active duty personnel participated in mock boardings aboard the museum ship Willis B. Boyer located along the shores of the Maumee River. The museum ship, combined with a warm and sunny morning, which is hard to come by in the early spring in Toledo, was the perfect setting for the exercise which included a number of scenarios that boarding teams could find themselves faced with in real life. The exercise was planned and executed by LTJG John Elkins, a MSU Toledo Reservist and by



LTJG John Elkins, MSU Toledo

MK1 Ken Rudibaugh, an active duty member of MSU Toledo. In addition to MSU personnel, the Ann Arbor, Mich. Police Department provided the exercise simunition weapons while Boyer museum staff served as role players. In all, approximately 23 personnel were involved as law enforcement team members, role players, and as safety observers.

The *Willis B. Boyer* was built in 1911 and served on the Great Lakes until the early 1980s. When launched, it was deemed the largest bulk freighter in the world. Originally christened the *Colonel James M. Schoonmaker*, it changed its name in 1969 when it was purchased by the Interlake Steam Company. In 1986, the ship was acquired by the city of Toledo and turned into a museum. Although her days as “Queen of the Lakes” are far behind her, the *Willis B. Boyer* (www.willisboyer.org) is still providing a valuable service to the maritime community as a museum ship educating the public, and more recently, as a training platform for MSU Toledo’s exercise. Since the training was so successful, a future exercise is in the works for the fall of 2007.

— By LCDR Timothy Decker, USCGR, MSU Toledo



Whale of a Story

SAN FRANCISCO — On Monday, May 14, word spread fast that two humpback whales were swimming up the Sacramento River past Coast Guard Station Rio Vista, some 70 miles inland from the San Francisco Bay.

Something smelled fishy. Pun intended, of course. However, when it began, no one could have imagined the size and popularity of this case.

Delta and Dawn, as the whales were later named, ended their northerly journey in the Port of Sacramento. It had been 22 years since any whale had traveled that far off course.

Within days, the whales were in the national spotlight. Media from Sacramento and San Francisco converged on the scene to follow the whales’ every move and to cover daily press conferences.

During the next two weeks, the whales seemed to refuse rescue efforts from the participating agencies while entertaining thousands of spectators and becoming international celebrities.

The 87-foot patrol boat, PIKE, served as PATCOM and a platform for initial rescue efforts.

Crews from Coast Guard stations Rio Vista, Vallejo, Monterey, Lake Tahoe and Bodega Bay helped enforce a 500-yard safety zone around the mammals wherever they traveled, and were joined by Coast Guard Auxiliary boats in helping to prevent the whales from possibly entering tributaries during their return journey to the ocean.

Personnel from Sector San Francisco staffed the Incident Command Post staged at Station Rio Vista, as the Coast Guard was in a support role to the California Department of Fish and Game and the National Oceanic and Atmospheric Administration (NOAA).

Meanwhile, District Eleven and Pacific Area Public Affairs were part of a busy Joint Information Center, fielding hundreds of media inquiries from around the country, conducting live interviews on national and local news and morning talk shows, marketing photos and video and setting up press conferences.

The animals returned to the wild when they were ready.

Banging pipes underwater, playing whale sounds and spraying hoses from fireboats were ignored. They eventually made their way back down the Sacramento River, through San Francisco Bay, under the Golden Gate Bridge and back into the ocean.

All’s whale that ends whale.

— PA1 Alan Haraf, USCGR Eleventh Coast Guard District

Citizens CAN Make a Difference



SEATTLE — Guarding the coast is a full-time job and even with a number of trained personnel and assets, it is quite impossible to have a vigilant eye on all areas of the water. In an effort to better aid Pacific Northwest units, the Thirteenth Coast Guard District created the “Citizens Action Network” (CAN).

Coast Guard Auxiliarist Bob Lyden has been promoting CAN for over six years.

“Our program recruits citizens who either live on or have views of the waterways in the Thirteenth District, which includes Washington, Oregon, Idaho and Montana,” said Lyden.

Originally known as “Eyes on the Sound” when it began in 1999, it then became known as “Northwest Watch,” and now CAN. It is made up of 262 active duty, reserve and auxiliary Coast Guard members as well as U.S. and Canadian citizens in the community who assist the Coast Guard with its daily missions.

“Coast Guard vessels can not make daily patrols in every waterway,” said CDR John Moriarty, Chief of Waterways Management for District 13. “Units rely on the waterway users to provide information on Aids to Navigation. The citizens provide real-time coverage because they have waterfront views and can keep an eye on the water most of the time.”

“CAN members are like neighbors with binoculars,” said BM1 Josh Goldman, attached to the Aids to Navigations Team (ANT) Puget Sound. “Units can call CAN members and ask if an aid is on or off.”

With 306 aids located throughout ANT Puget Sound’s area of responsibility, the station stays busy.

“A 10-minute phone call saves us a tremendous amount of trouble,” said Goldman. “It saves us the money and time that would go into just checking if a light is working or not.”

According to BMC Chris Sage of ANT Puget Sound, just to check out an aid can cost as much as 620 dollars.

Additionally, Moriarty pointed out that CAN members could inform Coast Guard units if something appeared wrong or out of place.

“All we have to do is call a CAN member on the phone and ask them to look out their window and tell us what they see,” said Moriarty. “The people may have a better view and it could save us a trip.”

Recently, the Pacific Northwest suffered a series of severe weather ranging from down pouring rain to 90-mph windstorms. The harsh weather caused many power outages in residential and commercial areas.

“We did not hear about the program until recently,” said Sage. “Commander Moriarty sent us an e-mail saying CAN could be used to our benefit in dealing with aids to navigation. We received the e-mail just before the storms hit, so it was perfect timing.”

The CAN has crystallized over 300 U.S. and Canadian waterfront citizens and business owners into an active, well informed and cost effective homeland security component who work directly with federal, state and local maritime officials. In fact, the CAN program was awarded the Department of Homeland Security (DHS) Secretary’s Award for Excellence in May 2006.

Whether it be calling a volunteer to look out their window to check an aid to having the member call and report someone in distress, CAN has given the community a chance to be an integral part of the Coast Guard. For more information on the Citizen’s Action Network, or how to join visit <http://www.uscg.mil/d13/can/>.

— By PA3 Tara Molle, D13 Public Affairs

SEQUOIA at Iwo Jima



CGC SEQUOIA stopped at Iwo Jima Island recently en route Yokosuka, Japan. The crew toured the invasion beaches, visited monuments and climbed Mount Suribachi (in background in photo below). Visiting the sight of the famous flag raising by the United States Marine Corps, the crew got a small taste and a tremendous appreciation of the efforts to secure this island during the Pacific campaign of World War II.



U.S. Coast Guard photo by CGC Sequoia



Memorial Quilt

This memorial quilt was made in honor of Coast Guard Reservist PS3 Ronald A. Gill Jr. who was killed in the line of duty following a boating accident March 25 in Puget Sound, Wash. Gill was deployed to Seattle with MSST91111 (Anchorage, Alaska), when the accident occurred north of Vashon Island, Wash.



Photo by LT Terry Walsh, USCG



Photo by Mr. Scott Prince

REBI Class Romeo 03-07

Congratulations to Reserve Enlisted Basic Indoctrination Class Romeo 3-07 who graduated Feb. 23, 2007 at Training Center Cape May, N.J. Front row, left to right: SN Jordan McGuire, SN

Roberto Colon, SN Lawrence Harnden III, PS3 Darren Gouveia-Smith, YN3 Laura Price, SN Laurie Fletcher. Back row, l to r: IV2 Daniel Johnsen, SN Michael Tenuta, PS3 Andy

Heppeard, SN Sam Retherford, SK3 Tyson Leo and PS3 Travis Major. Company commanders: OS1 Thomas Carella, far left; MKCS Wayne Self, center; AET1 Brandon Wendling, far right.

REBI Class Romeo 04-07

Congratulations to Reserve Enlisted Basic Indoctrination Class Romeo 4-07 who graduated March 30, 2007 at Training Center Cape May, N.J. Front row, left to right: SK3 Annette Fago, SN Stephen Fitzmaurice, PS3 Ernesto Torres Jr., MK3 Julian Rossi, PS3 Paul Jansen, MK3 Steven Jayne, MK3 Brian Allen. Back row, l to r: SN Thomas Thornton Jr., SN David Strain, IV2 Brian Minturn, PS3 Fletcher Ferguson III, MK3 Jordan Belfield, IV2 Richard Wilson III. Company commanders: MKCS Wayne Self, left; OS1 Thomas Carella, right.



Photo by Mr. Scott Prince



Photo by Mr. Scott Prince

REBI Class Romeo 05-07

Congratulations to Reserve Enlisted Basic Indoctrination Class Romeo 5-07 who graduated April 27, 2007 at Training Center Cape May, N.J. Front row, left to right: BM2 Harry Pinti Jr., IT3 Frederick Csontos, SN Yama Abedi, SN Amy Reynolds. Middle row, l to r: YN3 Aaron Hiller, IV3

Gregory Boucher, PS3 Joseph Adams, PS3 Clayton Marsal. Back row, l to r: BM1 Jack Creaig, PS3 Matthew Wirt, ET1 Ronald Wolfe, PS3 Michael Eagan Jr., IV3 Jeffrey Toland, IV2 Kevin Hacker. Company commanders: OS1 Thomas Carella, left; MKCS Wayne Self, center; HS1 Eric Taylor, right.



Photo courtesy GMC James Clarin, PS 'A' Assistant School Chief

PS "A" School Class 01-07

PS "A" School Class 01-07 graduated April 21, 2007 at Training Center Yorktown, Va. Front row, left to right: ENS Angel Castillo, Dominican Republic Navy; PS3 Tyler Hammon, MSST Los Angeles; SNPS Drew Klingberg, PSU 311; PS3 Kevin Goins, MSU Wilmington, N.C.; SNPS David Robertson, MSU

Huntington, W.Va.; SNPS Timothy Muller, PSU 301. Back row, l to r: SNPS Bradley Essary, PSU 307; PS3 Jeremy Hayes, PSU 307, Class Leader; SNPS Samuel Doescher, Sector New Orleans; SNPS Phillip Zonn, Sector Baltimore; SNPS Charles Kinsella, PSU 301.



BOAT CREW COLLEGE

**A NEW TRAINING INITIATIVE — THE RB-S
CREW MEMBER CLASS — IS SPEEDING UP
THE TIME IT TAKES RESERVISTS TO GET
QUALIFIED AS RB-S CREWMEMBERS.**

**STORY AND PHOTOS BY
CWO EDWARD J. KRUSKA, USCGR**

BMCS James Deal explains a navigation/chart plotting practical exercise with reservists at Station Cape Cod Canal.



hours prepping for the course and worked an additional 200 hours in conjunction with co-instructor BMC Bill Saunders. A fellow reservist attached to Station Castle Hill, R.I., Saunders is well seasoned with 27 years experience and well qualified to be an instructor. The rest of the teaching staff was rounded out with two RB-S coxswains, BM3 Russ Thacker from Station Woods Hole, Mass. and BM3 Peter Duggan from Station Cape Cod Canal, who both assisted with daytime underway operations.

When 13 reservists finally reported aboard Station Cape Cod Canal on April 30 for one week of training, it was a source of great pride for the instructors. Students received in-depth training in seamanship, RB-S specifications and equipment outfit, boat handling, communications, navigation, towing operations, man overboard recovery and casualty control.

“Deal put a lot of work into this course both in organization and scheduling,” said Saunders. “He took the myriad of information and organized it into manageable modules. And, knowing the water is calm near Station Cape Cod Canal and traffic is lighter this time of year [early May] makes it ideal for training.”

Saunders added that the curriculum was a good mix of classroom and hands-on underway training, but even with the weather cooperating, the 12-hour days for classes flew by, especially since they were following the Commandant’s direction to have a ready Reserve that was able to deploy with the RB-S.

“Deal took the lead on this,” said BMCS Gordy McClay,

Officer in Charge at Station Cape Cod Canal. “He and Chief Saunders put this together. Many places have done this type of training before, but it was geared mostly toward active duty. This was targeted for Reserve members.”

Initial Student Feedback

The New England morning dawned brisk and sunny May 3. Down at the station’s moorings, just a short walk from the station and across Coast Guard Road, students gathered for a briefing on the P-6 pump given by Deal. They then each took turns to familiarize themselves with the P-6 pump, receiving hands-on practical training on assembling and disassembling.

Later, aboard two RB-Ss in Cape Cod Bay, Deal and Saunders instructed their students on pump transfers and anchoring fundamentals. Cape Cod Bay was fairly quiet during the morning hours, but these Coasties knew that would change as summer approached when Cape Cod Canal transforms into one of New England’s most popular recreational areas.

“This is training, so give it all you’ve got to learn this stuff,” Saunders emphasized enthusiastically to the reservists. “If you make mistakes, don’t worry — that’s what training is all about and how you learn.”

Being new to the Coast Guard, BM3 Josh Connors viewed the training as a great opportunity to get a jump-start on his career as a reservist. “The RB-S training consisted of both hands-on and classroom training, and made us one step closer to become boat-crew qualified,” said Connors, from

When the Cape Cod Canal in Massachusetts opened in July 1914, it was hailed as a great day for navigation. No longer would vessels traveling between Boston and New York have to navigate around the dangerous shoals of Cape Cod on the Atlantic Ocean. Now, they could save time and take a less treacherous route through the 17.4-mile canal adjoining Cape Cod Bay to Buzzards Bay.

Nearly a century later, time and safety are still issues — and that is certainly the case for BMCS James Deal, the senior reservist at Station Cape Cod Canal. His problem, simply put, was how to get reservists boat-crew qualified for the 25-foot Response Boat-Small (RB-S) in a relatively short amount of time while navigating the dangerous shoals of “discouragement and frustration.”

“When the active duty person shows up at the station, the member has three months to get qualified,” said Deal, who joined the Coast Guard in 1988 and has served the last six years in the Reserve. “But for a reservist, it can take up to three years of drills to get qualified. That’s just too long.”

He added that the lengthy qualification process impacts both reservists and active duty. As time passes, reservists can get disillusioned and this can put a strain on their relationship with the active duty. On the other hand, it can be frustrating for active duty personnel who spend a lot of time and resources training reservists and want to see a return on their investment.

Deal, like those with the vision for Cape Cod Canal, had an idea. Why not consolidate the bulk of the training and bring in some of the Sector Southeastern New England reservists for an entire week? It would shorten training time to become RB-S boat-crew qualified which would benefit everyone at the sector and be a definite morale boost.

How It Came About

Deal routinely attended quarterly Reserve steering committee meetings for the Coast Guard’s Sector Southeastern New England. A civilian instructor at New England Maritime, he also understood Reserve issues — funding, drilling and berthing, as well as the challenges of holding a civilian job while juggling Reserve and family duties.

“Really, a forum on Fred’s Place gave me the idea for this training,” said Deal. “I attended a meeting and the topic was addressing training gaps, so I brought the RB-S training proposal to a follow-up meeting. My chain of command liked the idea and we started looking into it.”

The objective of the RB-S Crewmember Class, also dubbed “Boat Crew College,” is to provide training for station personnel in tasks required for RB-S crewmembers. The class content is prescribed in the Coast Guard’s Boat Operations and Training (BOAT) Manual, Volume II, COMDTINST M16114.33.

Once the course was set, things came together fast — a three or four month whirlwind assembling the curriculum. According to Deal, about one-third of the course resources were available through the Boat Forces Cutter Operations Branch at Training Center Yorktown. He spent about 100

BMCS James Deal explains the functions on the latest navigational equipment with reservists.



Sagamore Beach, Mass. “Whether we were in the classroom getting familiar with the two simulated Furuno GPSs or on the water with the two 25-foot RB-Ss getting to know the boat and how it handles, I feel that this training should be the first of many.”

MK3 David Cobb thought the class was well suited for a reservist’s tight schedule and he hopes the training will be repeated for other reservists.

“I am already boat-crew qualified just a week after the program,” said Cobb, who drills at Station Point Judith, R.I. “The instructors should get most of the credit — I hope other reservists know that this is out there for them as well.”

BMC Tom Campbell of Station Point Judith said the class is “fantastic, excellent and is something that’s been needed for a long time.”

A civilian environmental engineer, Campbell likes having people training together from other stations.

“It gives us a wide array of experiences and it’s good to get together from other units,” said Campbell.

Fundamental Knowledge Equals Mission Accomplished

As the Reserve class advisor, CWO4 John Raposa was on board monitoring the course throughout the week.

“I don’t think there are many things we need to change for future classes,” said Raposa, of Sector Southeastern New England and a civil engineer for the state of Massachusetts. “It was a pretty successful course that we want to do on a regular basis. Everyone we’ve talked to has felt it’s been a plus and it’s only going to help them. There are more than 60 reservists at stations in the sector, but this course benefits new reservists the most.”

While the training was underway, Master Chief Petty Officer of the Coast Guard Reserve Force Jeff Smith paid a visit and was equally impressed.

“Sector Southeast New England’s RB-S Boat Crew College is a great initiative which maximizes Reserve personnel training availability in support of the Commandant’s Reserve Policy Statement’s strategic goals and, ultimately, mission execution,” said Smith.

Instructors Deal and Saunders feel they delivered the best product possible. Saunders adds that the best thing about the RB-S course was the zeal and good attitude of the students. He also enjoyed working with Deal and having the freedom to write the curriculum.

“We will tweak and critique,” said Saunders, who hopes to return again as an instructor. “When the students graduate, they have a real fundamental knowledge of what it takes to be part of an RB-S crew and will have completed all the PQS for the RB-S platform.”

Saunders added that student feedback was overwhelmingly positive and that criticism was genuine and constructive.

“Overall our goal was met — 13 unqualified people are ready for a crewman board and check ride at their respective units,” added Saunders. “We hope what we have done will inspire similar training workshops at other sectors.”

Saunders met with Deal and Raposa for a course critique a couple of weeks after the course ended May 6.

“We are tentatively planning to hold the next course early in FY08, so the program is going to continue at Sector Southeastern New England,” added Deal.

Time will tell about future training workshops, but for now, it is mission accomplished at Station Cape Cod Canal.



Reservists watch and listen as they take turns becoming familiar with the P-6 pump at the station pier May 3.



Interested in RB-S Training? Learn More...

One of the underlying goals of the RB-S instructors at Station Cape Cod Canal was to create a training package they could share with other Coast Guard units. If you are interested in conducting similar training at your unit and would like more info, feel free to contact Station Cape Cod Canal’s RB-S instructors at the following:

BMCS James Deal, USCGR
USCG Station Cape Cod Canal
1 Coast Guard Road
Sandwich, MA 02563
E-mail: jpdeal@comcast.net or
James.Deal@uscg.mil

BMC William Saunders, USCGR
USCG Station Castle Hill
75 Ridge Road
Newport, RI 02840
Phone: 401-849-0971 (home)
E-mail: b.saunders@cox.net or
William.A.Saunders@uscg.mil

TOP COP

RESERVIST VOTED ONE OF AMERICA'S TOP COPS
BY PA3 SETH JOHNSON, D1 PUBLIC AFFAIRS SOUTH

Manny Puri is number two on *America's Most Wanted* list.

Puri, a reservist with the Coast Guard Investigative Service and a full time Deputy U.S. Marshal with the New York and New Jersey Regional Fugitive Task Force, was nominated as one of eight finalists in FOX television's *America's Most Wanted* All-Star contest.

America's Most Wanted viewers voted Puri second place in a national competition for the nation's top emergency responders including police and firemen.

Puri is humble about his job, but authoritative in appearance. He wears a neatly trimmed goatee, shaves his head and is powerfully built. With his subtle New York accent, Puri seems to embody the city's law enforcement officers seen in movies and on television.

"Manny is a great role model, a phenomenal investigator and he is cut from a different mold," said Dennis Munchel, a fellow Deputy U.S. Marshal and second class petty officer in the Coast Guard Reserve.

Puri speaks modestly about his recognition on *America's Most Wanted*.

"Friends of mine nominated me without telling me," said Puri. "I thought they were joking at first."

However, the fugitives Puri hunts down are no laughing matter.

As a marshal, Puri has apprehended many high profile criminals including murderers, rapists and sexual predators; several were listed on *America's Most Wanted*.

When the conversation turns to the fugitives he targets, his tone is poised.

"We go after the worst of the worst," he said.

Tops on the fugitive list for Puri and *America's Most Wanted* are Andre Neverson, a 43-year-old man accused of killing his sister and his girlfriend and George Saravanos, a 23-year-old charged with the murder of a corrections officer in Queens, N.Y.

Two other fugitives Puri captured while working with *America's Most Wanted* are Ralph "Bucky" Phillips and Thomas Porter. Both men were wanted for murdering police officers.

Phillips is currently serving two life sentences in prison for the shooting of three police officers which resulted in the death of one.

In early May, Puri was arresting a fugitive who had a warrant out for his arrest. When Puri and his partners approached the man's door, they discovered it was barricaded from the inside.

"That's not good because it gives away the element of

surprise," said Puri. "We were forced to go in through a side door. As we came in, the guy jumped out of a two-story window in his underwear right over the head of a DEA agent. We had to chase him two blocks to tackle him."

Puri became a federal marshal in Washington, D.C. in 1996, after he spent four years as an active duty machinery technician in the Coast Guard.

"I joined the Coast Guard because I wanted law enforcement experience," said Puri.

While Puri was assigned to Station New York, he quickly became boat crew qualified and a boarding team member. At his next unit, Station Jones Beach, he earned a boarding officer qualification.

Puri's advice to Coast Guard members seeking a career in law enforcement is simple. Based on his 18 years of experience, to him, studying and hard work are the keys to success.

"Get your degree and use the education benefits while in the Coast Guard," said Puri. "Think of all your duty days where you have up to 72 hours where you could be studying. Take every opportunity to get as much training as you can. You are doing law enforcement whether you are on a TACLET or doing a safety boarding. It's the experience that counts."

Puri strongly recommends people to take their Coast Guard experience to the next level by actively seeking out and volunteering for training, classes and schools.

"You aren't going to get the experience if you just sit around and wait for one boarding a month to come through," he said. "Put yourself into positions where you are going to put your skills to good use."

Puri puts his own advice to work. He was recently accepted into the Reserve Officer Candidate Indoctrination course at the Coast Guard Academy in New London, Conn. After the three-week program, Puri will become an officer in the Coast Guard Reserve.

Puri has one more piece of advice: If a person is looking into law enforcement as a career, stay ahead of the curve.

"Take every police test you can early," he said. "Don't wait until the last minute. It can take several years to get a federal job. If you play your cards right, you can have a choice where you go."

Staying ahead of the curve has given Puri an advantage. From safety boardings to kicking in doors and hunting down *America's Most Wanted* criminals, Puri has taken all of his Coast Guard law enforcement training and experience and combined it with his own initiative and motivation to be voted one of America's top cops.

Through a popular vote, Manny Puri came in second on "America's Most Wanted" Third Annual All-Star contest, which honors first responders — law enforcement officers, fire fighters, EMTs and others — who go above and beyond to keep our communities safe every day of every year. Puri, shown here in his civilian occupation as a Deputy U.S. Marshal, is also a Coast Guard Reservist. He has volunteered and worked with "America's Most Wanted" for several years to apprehend fugitives.

Photo by PAC Thomas J. Spurduto, USCG



The #6 Coast Guard car, driven by BMC Jon Brown, speeds past an opponent during a race at Desoto Super Speedway in Bradenton, Fla. Brown has been racing the 1978 Chevy since 2004.
Photo courtesy of Game Point Photos.



SATURDAY NIGHTS AT THE **SPEEDWAY**

REVVED UP AND READY TO GET UNDERWAY
STATION CHIEF RACES #6 COAST GUARD CAR

STORY AND PHOTO BY
PA1 TASHA TULLY, PADET ST. PETERSBURG



It is the end of another sweltering, humid day on Florida’s west coast. Cars are crammed into a sandy parking lot; all with their windows open a crack to let the day’s heat escape. The glow of floodlights replaces the sun’s fierce power as the noises from a dozen roaring engines harass the ears of eager fans making their way to the wooden bleachers. The announcer bellows a rowdy welcome through speakers surrounding the track.

It’s race day at Desoto Super Speedway in Bradenton, Fla. Several young fans, all wearing Coast Guard T-shirts, sit in the bottom row of the stands while their mother wedges hearing protection in their ears.

“We come here about once a month,” said Beth Wilson of Sarasota, Fla. “My boys get a kick out of watching the stock car races, and since their uncle is in the Coast Guard they like cheering on the Coast Guard car.”

A stock car is any standard passenger automobile that can be modified within specific guidelines for racing. The “#6 Coast Guard car” is a two-door, 1978 Chevy Caprice, painted to look like a Coast Guard 41-foot utility boat. It is bright white with that familiar racing stripe across its nose, a Coast Guard Auxiliary emblem in the center of its hood, Coast Guard emblems on the sides, and a big, black number six on its doors in honor of the driver’s favorite professional racer.

“I watched an interview with Mark Martin in the early 1990s and I was impressed with his comments regarding the complex factors that go into racing,” explained BMC Jonathan Brown, officer in charge of Coast Guard Station Cortez, Fla., and the #6 Coast Guard car driver. “After listening to him, I started paying attention to what was actually taking place and I became a big fan of racing.”

Brown didn’t grow up with a fondness for racing. Living near a military base in the small town of Lampasas, Texas, his family

was much more interested in hunting, fishing and other outdoor sports.

“I was one of those people who thought racing was just going around in circles ... boring,” explained Brown. “It was almost like watching a football game and not knowing anything about the sport and having no team to root for — you’re just not into it,” explained Brown. “I learned more and more about racing when I started following Martin, and now it has grown into a thrilling pastime for me.”

In 2003, Brown transferred from the CGC MOHAWK, home ported in Key West, Fla., to Station Cortez, and, coincidentally, bought a house within 15 minutes of the speedway. With his curiosity peaked, Brown went to the track and asked a car owner “how someone who doesn’t know much about racing goes about getting on a team.” That person introduced him to Gus Coorssen and Brown has been working with him ever since.

“Gus Coorssen is a three-time champ at the track, and, I’ll admit, it didn’t take much for him to talk me into getting the car,” said Brown. “Since then he’s taught me the ropes, helped me fix blown engines and straighten mutilated car frames.”

In 2004, Brown bought the #6 car nearly race ready from Coorssen. He only had to straighten the fenders, replace some safety equipment, tune up the engine and give it a spiffy new paint job. Since then, he and Coorssen have replaced the frame and body, four axles, two rear ends and rebuilt two engines.

“I’m not sure of the exact dollar amount that it has cost — if I kept close track of it, it wouldn’t be as much fun and my wife would kill me,” Brown said with a grin. “I can tell you that you can find a car without an engine for about \$2,500, but the engine is the major expense from anywhere upwards of \$3,000.” Brown is already on his third engine.

“This one puts out a little under 300 horsepower,” Brown explained. “I stick with track rules and use eight-inch wide

racing tires, 3,300 pound minimum weight with no more than 53 percent of the car’s weight on the left side,” Brown explained. “I got kicked out of a race once for having 53.1 percent on the left side, that’s about 13 pounds over. I blamed it on the galley cooks at the station for fattening me up.”

Brown races nearly every Saturday night from mid-February to the end of November. He won his first race at Desoto in 2005 and another in 2006. His biggest recent achievement was winning the Richie “Pops” Thorbin Memorial 50-Lap Pure Stock race June 2, 2007 — and Brown credits his crew chief, retired reservist MKC Dave McCormick with helping with the win.

“Chief Dave McCormick comes to the track occasionally and sometimes will bring fellow reservists to watch,” said Brown. “The Pops race is basically our Daytona 500, the biggest race of the year. Well, Dave came for the Pops race to help in the pits, and his expertise in making last minute changes to the chassis was instrumental in making the car perfect.”

Pops, a local racing legend, died last year, and always “wins” this memorial race, being declared the winner in the 50th lap despite the leader.

“I led for 49 of the 50 laps in the 19-car field and got credit as the winner, behind Pops, of course,” added Brown. “The car was a dream for that race and I couldn’t have asked for anything more.”

During the winning celebration, Brown received a huge trophy that was nearly as tall as him amongst other accolades and laurels.

“I don’t know exactly how fast I’m going during these races, but I’ve only been fast enough three times,” joked Brown. “There are no speedometers and everything is judged by lap times. The track is three-eighths of a mile on the inside groove and our class runs an average of 18.25 seconds per lap. That’s about a 75-mph-average speed.”

With speeds like that, it’s no wonder Brown tore through more than 10 sets of tires during the 37 races he competed in last season.

“I think I only missed two of Jonathan Brown’s races last year,” said CWO2 Christopher Brown, racing fan and officer in charge of the Aids to Navigation Team in St. Petersburg, Fla. “At one race, we had a promotion ceremony for a Coast Guard member, SN Timothy Troyer of Station Grand Isle, La., right in the center of the track and Brown went on to win the race that night, which was an extra thrill.”

Brown’s wife (and car owner), Olga, along with their children George, Daniel, Stephanie and Samantha, their grandson Brenden, and many friends from the Bradenton area, encourage his efforts to improve his speed and standings during this season’s races.

“My family members are probably my biggest fans, especially my grandson Brenden,” said Brown. “He really enjoys when the school buses race and, of course, Trick or Treat nights for Halloween. My father has been a tremendous help with the car and in the pits whenever he visits Florida.”

Although Brown doesn’t get to spend as much time as he’d like at the track, he has noticed many similarities between this hobby and his day-to-day job of being in charge of the small boat station.

“Both require teamwork and dedication to achieve goals, both must be performed with limited funding and resources, and both have very high maintenance standards that must be upheld in order to reduce safety risks,” Brown emphasized.

Whether he’s maintaining a 41-foot Coast Guard boat or a 17-foot Chevy Caprice, Brown says that, “Good enough is not enough, and we must continually try to improve on what we have. In fact, there are so many black tire marks along the car’s body I’m thinking about turning her into a buoy tender.”



In Brief

• **RESERVE SERVICE WIDE EXAMINATION** — This year's RSWE test date is Saturday, Oct. 20 for all ratings in paygrades E-5 through E-9. This year's test is waived for the following rates: BM1, BM2, FS2, IV2, MK1, MK2, MST1, OS1 and OS2. The following are waived for RSWE eligibility: FS1, MST2 and HS2. All paperwork was due July 1, 2007 (Enlisted Employee Review and CO recommendation, rating EOCT unless waived, EPME Advancement Qualification Exam for advancement to E-6 and E-8, EPS and EPME). Personal Data Extracts will be mailed to reservists' homes on Aug. 1, 2007. Reservists must review, sign and return it as soon as possible. Deadline for posting PDE corrections is Sept. 1, 2007. For detailed info, see ALCGRSV 012/07 (R 191403Z APR 07). Refer all RSWE questions to PSC(adv) at 785-339-3400 or e-mail to: psc-dg-adv@uscg.mil. For more RSWE background info, see The Reservist, Issue 3-07, Pages 24-25.



• **NEW ONE RATE TRICARE RESERVE SELECT PROGRAM FOR FY08** — A new TRICARE Reserve Select (TRS) one-rate plan is replacing the current three-tier system. The future program rates are equivalent to 28 percent of the maximum monthly premium (equivalent to the current Tier 1 rates). All TRS three-tier coverage plans will terminate on Sept. 30, 2007. Members currently enrolled in TRS must re-enroll for this new program. The program is slated to be available for purchase beginning Aug. 11, 2007 for coverage starting Oct. 1, 2007. The new TRS request form, DD Form 2896-1, will be available on the Defense Manpower Data Center Web site (<http://www.dmdc.osd.mil/>) beginning Aug. 11, 2007. All drilling SELRES members are eligible with the exception of those who are eligible for the Federal Employees Health Benefits Program (FEHB). TRICARE Web site: <http://www.tricare.mil/>.

• **ODU CARE AND WEAR POLICY** — Just a reminder that ALCOAST 223/07 clarifies wear of the ODU uniform. The main item that members need to be aware of is "metal devices or attachments will no longer be authorized." After July 15, 2007, all accessories worn on the ODU shall be embroidered.

• **CITIZEN-COASTIE ISSUE** — The *Reservist* magazine will be running a feature on "Citizen-Coastie Civilian Occupations" in a future issue. Send in your personal story (200 words or less) of what you do as a civilian (firefighter, law enforcement, school teacher, etc.) along with a high-resolution photo of you busy at work. Deadline is Monday, Oct. 1, 2007. E-mail submissions are preferred. The magazine's submission info and address are on Page 2.

• **WHAT'S NEW AT ESGR** — A new feature has been added to the Employer Support of Guard & Reserve (ESGR) Web site where Service members can fill out an online form to submit Uniformed Services Employment and Reemployment Rights Act (USERRA) complaints. ESGR has also developed a new USERRA 101 online course. It is available on their Web site and is set up in a simulation video style format, using service

members and/or employers in a variety of USERRA scenarios. A new DVD entitled "Are You Managing Your Military Employees Effectively?" was recently mailed to known employers of Reserve component members. The 2007 Secretary of Defense Employer Support Freedom Awards ceremony is set for Wednesday, Sept. 12 at the Ronald Reagan Building, Washington, D.C. ESGR was established in 1972 to promote cooperation and understanding between Reserve component members and their civilian employers. To contact ESGR, write: Employer Support of the Guard and Reserve, 1555 Wilson Blvd, Suite 200, Arlington, VA 22209-2405, 1-800-336-4590, www.esgr.org.

• **PSC CUSTOMER CARE CALL CENTER** — The Customer Care Call Center at PSC Topeka is staffed two weekends per month, except during the all-hands in October and April, to assist and answer questions regarding password resets, pay, travel, and user support. Phone support hours of operation for these weekends are 0730-1600 Central Time. The weekend schedule for the remainder of FY07 is as follows: Aug. 11-12, 18-19; Sept. 8-9, 15-16. There are three ways to contact PSC. Phone: 785-339-2200 or 1-866-772-8724; E-mail: PSC-CustomerCare@uscg.mil; Web: <http://www.uscg.mil/hq/psc/customerservice.shtm> (complete the online form). For retired pay issues, please continue to call 1-800-772-8724 or 785-339-3415.



• **ATTENTION CG COMBAT VETERANS** — The Coast Guard Combat Veterans Association (CGCVA) is offering free two-year memberships to all eligible USCG active duty and reserve personnel. Submit your name, rank/rate, home address, phone number and e-mail address, along with a copy of documentation indicating that you served with the USCG in a combat area, to Baker Herbert, CGCVA Secretary, P.O. Box 544, Westfield Center, OH 44251. To download a CGCVA Membership Application Form, go to CGCVA's Web site: www.coastguardcombatvets.com.



• **USCG MARTIAL ARTS PATCHES** — For the first time, the U.S. Coast Guard Headquarters Martial Arts program and Fitness Council is offering a patch for your martial arts training attire. Show pride for your Service and your art by wearing one of these cool patches. Please select your preference between the circular version (4.5" diameter) and the rectangular version (3"H x 4.5"L). They are \$5 each and can be ordered by contacting: LT Lee Stenson, Framar.L.Stenson@uscg.mil; LTJG Taggart Irwin, Taggart.C.Irwin@uscg.mil; or SK1 Stephen Habbert, Stephen.G.Habbert@uscg.mil. (The U.S. Coast Guard does not endorse this product; this is published as a service to our readers).



Upcoming Events

JULY 2007

• **U.S. COAST GUARD FESTIVAL** — July 27-Aug. 5, in Grand Haven Mich., Coast Guard City USA! Parade and fireworks are on Coast Guard Day, Saturday, Aug. 4. For info, contact: U.S. Coast Guard Festival, 113 N. Second St., Grand Haven, MI 49417, 1-888-207-2434, contact@ghcgfest.org, Web: www.ghcgfest.org.

AUGUST 2007

• **COAST GUARD DAY** — Is Saturday, Aug. 4th! How is your unit planning to commemorate the Coast Guard's 217th birthday?

• **D14 COAST GUARD BALL** — Saturday, Aug. 4, Waikiki Beach Marriott Resort & Spa, Waikiki, Hawaii. Contact LT Kenneth Cutler, 808-842-2884, kenneth.c.cutler@uscg.mil, Web: www.d14cgball.com.

SEPTEMBER 2007

• **INAUGURAL PACIFIC NORTHWEST COAST GUARD BALL** — Saturday, Sept. 8, Westin Hotel-Bellevue. Contact: CAPT Al Grantham, 15703 SE 45th Court, Bellevue, WA 98006, 425-641-8577, algrantham@comcast.net.

• **39TH ANNUAL USCG CPO ASSOCIATION ANNUAL CONVENTION** — Sept. 10-14, at the Riviera Hotel, Las Vegas, Nev. For info, contact convention chairman ATC Dick Wells, 33992 South Whiskey Creek Road, Cookson, OK 74427, 918-457-3463, cpoconv@aol.com.

OCTOBER 2007

• **DUNK FAN BASKETBALL TOURNAMENT** — The third annual basketball tournament in memory of USCG Petty Officer Brian Colletti is set for Saturday, Oct. 6, at Northwood Temple Academy gymnasium, Fayetteville, N.C. More than \$10,000 has

been raised for scholarships during the past two tournaments and last year's scholarship went to two children whose father was deployed to Iraq. Contact Lynda Simmons, 572 Andover Road, Fayetteville, NC 28311, 910-488-0476, lsimmons@nc.rr.com, Web: www.brian-eddie-colletti.virtual-memorials.com

• **RESERVE SERVICE WIDE EXAMINATION** — This year's date is Saturday, Oct. 20 for all ratings in pay-grades E-5 through E-9. This year's test is waived for the following rates: BM1, BM2, FS2, IV2, MK1, MK2, MST1, OS1 and OS2. The following are waived for RSWE eligibility: FS1, MST2 and HS2. All paperwork was due July 1, 2007. Personal Data Extracts will be mailed to reservists' homes on Aug. 1, 2007. Reservists must review, sign and return it as soon as possible. Deadline for posting PDE corrections is Sept. 1, 2007. For detailed info, see ALCGRSV 012/07 (R 191403Z APR 07).

• **2007 USCG INNOVATION EXPO** — Oct. 28-Nov. 1, in New Orleans. Contact: Mr. Fred Hooghouse, Commandant (CG-0931), 202-372-4579, Frederick.l.hooghouse@uscg.mil, Web: www.uscg.mil/innovation/.

NOVEMBER 2007

• **25TH ANNIVERSARY OF VIETNAM WALL DEDICATION** — Sunday, Nov. 11, 2007 marks 25 years since the Vietnam Wall dedication in Washington, D.C. Two Coast Guard Vietnam veterans are looking for others who would like to attend this event and to help tell the Coast Guard's Vietnam story. This effort is not being sponsored by any organization or the U.S. Coast Guard. For info, contact BMCM Bill Wells, USCG(Ret.), 258 Meadowlake Drive, Martinez, GA 30907, ronone6970@yahoo.com.

Reunions / Retirements

AUGUST 2007

• **PERSONNEL SERVICE CENTER 25TH ANNIVERSARY** — PSC's 25th Anniversary will be celebrated on Aug. 22, 2007, in Topeka, Kan. All are welcome to join us as we reminisce about our history and enjoy stories of "the good old days." More information is available at www.uscg.mil/hq/psc/psc25.asp. Contact: Linda Wallacewood, 785-339-3552, Linda.J.Wallacewood@uscg.mil.

SEPTEMBER 2007

• **GUARDSMEN OF YESTERYEAR BREAKFAST** — Saturday, Sept. 8, 2007, at Chincoteague Elementary School, 6078 Hallie Whealton Smith Dr., Chincoteague, Va. For tickets and information, contact: BMC James Jones, 757-336-2872, James.P.Jones@uscg.mil; MK1 Jeff Brann, 757-336-2817, Jeffery.D.Brann@uscg.mil; BMC Wayne Merritt, USCG(Ret.), 757-894-8240; CWO David W. Lewis, USCG(Ret.), 757-336-1853, daviddebbie.lewis@gmail.com; BMC Jerry Tarr, USCG(Ret.), 757-336-1204.

• **SANDY HOOK, N.J. RESERVE REUNION** — All reservists that served at Sandy Hook Station or Group Sandy Hook units, Shark River, Manasquan, Barnegat, Beach Haven are invited to attend, Saturday, Sept. 8, 2007, at the Community Center at Sandy Hook Station, 11 a.m. to 5 p.m. Contact: Tony Bernice, abdb232@yahoo.com.

• **WESTWIND ASSOCIATION** — Sept. 9-11, 2007, Bally's Hotel, Atlantic City, N.J. Cost is \$115 per night plus tax. For more info, contact Alex Mavica, 845-352-7040, amavica@optonline.net.

• **USCGC CAMPBELL W-32 & W-909** — Sept. 10-14, 2007, 22nd annual, Best Western Merry Manor Inn, South Portland, Maine. For hotel reservations, call 207-774-6151 (rates \$79/night single or double). Cut off date for rate is Aug. 12, 2007. Reunion fee is \$170 per person. Contact: Gordon Bell, Vice President, 723 Spring Lane, Lansdale, PA 19446, 215-393-6195, CaptBell@comcast.net or Jim Kelly, Secretary-Treasurer, 40 Lisa Lane, Uncasville, CT 06382, 860-848-1160, jkelly3@earthlink.net. For info, see reunion Web site: www.campbellw32w909.org/.

• **COOS BAY REUNION ASSOCIATION** — Sept. 12-16, 2007, Providence, R.I., 15th annual reunion of crewmembers and friends of the COOS BAY. Contact: Bill Hardy, President, 7036 Valley St., Port Sheldon, MI 49460, 616-738-0765, hardyb643@sbcglobal.net

• **NORTH COAST NEW YORK COAST GUARD ASSOCIATION** — Sept. 14-16, 2007, Sackets Harbor, N.Y. Seeking any Coastie who served in area Coast Guard units any year, regular, reserve, auxiliary and civilian. Contact: North Coast New York Coast Guard Association, 4712 Glenwood Drive, Mantua, OH 44255, 330-274-2927, skipper444@aol.com.

Advancements

Reserve Enlisted Advancements effective May 1, 2007 from Enlisted Reserve Advancement Announcement (ERAA) No. 05-07, ALCGRSV 013/07 (R 241329Z APR 07)

Boatswain's Mate (BM)

BMC W M HICKMAN
BMC R L REBMAN
BM1 M J FLYNN
BM1 J T NORSWORTHY

Investigator (IV)

IVC N P WELLEIN

Machinery Technician (MK)

MKC J B MCDERMOTT
MKC S P DAVIS
MKC S P LYNCH
MK1 R OLESCHUK
MK1 P WANG
MK2 B J EZELL
MK2 M R WITTE

Marine Science Technician (MST)

MSTC A G BRAL
MSTC R E KENNEDY
MSTC A J MANGONI
MSTC R P CALLOWAY
MST1 B P ONEIL
MST2 N M SCIERKA

Operations Specialist (OS)

OSC B D NUNGESSER
OSC B G STICKLES
OSC E R DEWALD
OS1 M C GRIECO

Port Security Specialist (PS)

PSC S D MANRY
PSC D A BUNK
PSC T D BRADY
PSC J F PHILBIN
PSC F L TAYLOR

Storekeeper (SK)

SKCM N J GOOKIN

Yeoman (YN)

YN1 L E LOWRIE
YN1 F K MATUSCHEK
YN1 B W JOHNSON
YN1 S C CHENG
YN1 S L CASE

Reserve Enlisted Advancements effective June 1, 2007 from Enlisted Reserve Advancement Announcement (ERAA) No. 06-07, ALCGRSV 015/07 (R 211932Z MAY 07)

Boatswain's Mate (BM)

BMCM W T HAVEN
BMCS J J GRAHAM
BMC D P KIMSEY

BMC P A CORMIER
BMC S E HARNBY
BM1 J R RUGGIERO
BM1 D C BAIRD
BM1 B G TODARO
BM2 M R ZELLA
BM2 K A MOVINSKY

Electrician's Mate (EM)

EM1 J R CASHEN

Food Service Specialist (FS)

FSC C W FOSKETT

Gunner's Mate (GM)

GM2 J T GARDNER

Investigator (IV)

IVC S T MCNAMEE

Machinery Technician (MK)

MKCM J E WOLF
MKCS M S LANDIS
MKC C D PRESLEY
MKC P L SUTTON
MK1 J D VASKO
MK2 C H PEREZ
MK2 P KASTRITSIOS

Marine Science Technician (MST)

MSTCS J T MCKENNA
MSTC J R WOOD
MSTC E DIAZ
MST2 A N SEMONES

Operations Specialist (OS)

OSCM S G KURTICH
OSCS J J COFFEY
OSC J B HOUSE
OS2 K W LANN
OS2 B MCINTYRECOBLE

Port Security Specialist (PS)

PSC E A STRIEDINGER
PSC E K HARNBY
PSC R L CORRELL
PSC D C HARRE
PSC M B GRIFFIES
PSC K W HAMEL
PSC J E WARNER

Yeoman (YN)

YNC T G ELLIOTT

Reserve Enlisted Advancements effective July 1, 2007 from Enlisted Reserve Advancement Announcement (ERAA) No. 07-07, ALCGRSV 023/07 (R 211458Z JUN 07)

Boatswain's Mate (BM)

BMCM K SHOEMAKER
BMCS M F HINGA



Gail Owens, center, was advanced to Master Chief Yeoman (YNCM) on April 1, 2007 at Sector Jacksonville, Fla. Celebrating the occasion are Owens' husband, Dennis, left, and youngest daughter, Michelle. YNCM Owens' career spans more than 25 total years service in both the CGR and Navy.

BM1 R H HOLMES
BM1 C M CONLEY
BM2 K E COMPTON
BM2 M R ROBISON
BM2 B P MCMILLAN

Electrician's Mate (EM)

EM1 R J GROESSER

Food Service Specialist (FS)

FSC R J DELFINO

Investigator (IV)

IVCS E W BAXTER
IVC C N CRAWFORD
IVC A GARON

Machinery Technician (MK)

MKCM S D HUFF
MKC G T FEATHERS
MKC G L PORTER
MKC L L WONG
MK1 S M TACIA
MK2 J D DADAMO
MK2 J J SCARLETT
MK2 D VALLEJO
MK2 M T GENEREUX

Operations Specialist (OS)

OSC D M WINN

Port Security Specialist (PS)

PSC D R MINOR
PSC T M CALMON

Yeoman (YN)

YNC D S DILL

Questions should be directed to YNC Rony Harden, 785-339-3410, rony.harden@uscg.mil.

Retirements

RET-1 (Retired With Pay)

MARCH 2007

CAPT DURHAM J. MONSMA
CDR KATHEN P. CADDY
CDR WAYNE C. HILL
LCDR JAMES A. BLOCHER
LCDR JAMES R. FIELDS
LCDR BARRY I. FOX
LCDR ROBERT G. GRAY
LCDR MICHAEL D. HARTLEY
LCDR LARRY R. LANDIS
LCDR STEWART L. RICHARDSON
LCDR RICHARD W. TATE
LT CLARA M. ANDERSON
LT ELOY R. CEBALLOS
CWO4 DONALD F. ALLEN
CWO3 CRAIG C. CONRAD
ETCM KEITH R. FREDERICK
BMC FREDDY W. HARRIS
EMC KENNETH R. CHAMPION
EMC ROLAND C. PETERS
HSC ANTONIO S. RIVERA
MSTC DONALD C. MOLL
PSC JAMES S. COONEY
PSC JOHN A. MAURFIELLO
PSC ROBERT E. SMITH
EM1 MILTON L. HOFFMAN
HS1 HONESTO S. TAJUNA
MK1 GERALD L. MOTISI
MK1 RANDALL K. PROSSER
PS1 GERALD J. CHOATE
PS1 THOMAS P. CULLEN
PS1 NORMAN L. HOSKINS JR.



RDML Cynthia L. Coogan, right, Director of Reserve and Training, presents the coveted "Certificate of Retirement" to CAPT Dale M. Rausch, left, at his retirement ceremony at Coast Guard Headquarters April 26. Rausch served approximately 30 years in the Coast Guard, the last two as Chief, Office of Reserve Affairs (CG-131).

PS1 PETER B. LOBBERGT
PS1 JOHN P. MEHLER
PS1 EDMUND D. TREVINO JR.
PS1 MARVIN WALLS
SK1 CAROL F. BURKE
SK1 DAVID A. MILLS
DC2 PETER W. SCHOFIELD
GM2 RONALD D. HOLLEY
MK2 GREGORY D. MCCANDLESS
PS2 LARRY N. BRENNEMAN
BM3 PETER J. KING
EM3 PAUL F. KOESTERS
EM3 VICTOR T. LUDLAM

APRIL 2007

CAPT JOHN A. GAUGHAN
CDR STEVEN W. CONGDON
CDR WILLIAM W. HITCHENS
CDR WALTER W. MCDUGALL
CDR LYNN W. SMITH
CDR KENNETH F. SOLOMON
LCDR DAVID A. ARMBRESTER
LCDR RALPH L. HETZEL
LCDR PETER IMBROGNO
LCDR PAUL W. MARTINKE
CWO4 PHILLIP J. LONZELLO
CWO3 VERNON R. STIGALL
BMCM JOHN J. CANNON
OSCM ARTHUR P. BRISCOE
EMCS TREVOR E. HALL
PSCS JOSEPH M. FANEY
BMC JAMES H. JONES
BMC NORMAN P. KIAUNIS
BMC DAVID A. WOMELSDORFF
MKC EDWARD W. JONES
MKC ROBERT C. LANDON
OSC IRA J. WILLIAMS
SKC WILLIAM E. ALLEN
YNC DALE W. WREN
BMI JONNIE L. PATRICK
BM1 CHRISTOPHER J. SCHNETZER
IV1 GREGORY W. SLAUGHTER
MK1 JAMES C. HARMON
MK1 HAROLD J. SPENCER
MK1 ADAM J. SULCOSKI
MST1 LOUIS R. FAHS
MST1 PETER H. SCOFIELD
PS1 RAYMOND G. CHRISTIAN
PS1 RICHARD A. DAUM
PS1 FRANK D. FAHS
PS1 ROBERT E. HOUGHTON
PS1 TYRONE R. KELLER
PS1 ED J. SASSER
PS1 DAVID TORRES
SS1 JOHN A. RUSSO
BM2 JAMES A. DENIGHT
BM2 JAMES M. JOHNSON
EM2 LESLIE W. GRUBBS
EM2 ALFRED J. ZELENKA
SK2 BRUCE R. CHRISTENSON
YN2 FRANCIS K. FIGUEROA
SK3 PHIL R. KEAGY



REBI School Chief Retires... MKCS Wayne Self, right, displays a retirement certificate and Meritorious Service Medal he received at his retirement ceremony May 18 at Training Center Cape May, N.J. Making the presentation was CAPT Sandra L. Stosz, CO of TRACEN Cape May, left. Self retired after 38 years military service, the last four as School Chief of Reserve Enlisted Basic Indoctrination (REBI).

MAY 2007

CAPT DAVID V. EDLING
CAPT RICHARD E. TINSMAN
CDR JOSEPH A. KEGLOVITS
LCDR TRAVIS C. COLEY
LCDR ROBERT W. CRYDER
LCDR ROY W. OWENS
LT LINDA S. CHATTIN
LT FRANKLIN W. HOLLISTER
LT WILLIAM E. MARTIN
LT JAMES D. MCCARSON
LT KNOX L. RHINE
CWO4 DIANA L. HAINES
BMCM JOHN B. MCFADYEN
BMCM GEORGE R. TOWNSEND
YNCM MARILYN J. CARR
PSCS DENNIS H. GRUENEBERG
SKCS ROBERT W. EWEN
IVC RONALD J. PEREGRIN
MSTC JAMES A. WEBER
PSC DAVID C. BEALL
PSC DAVID R. CENTNER
YNC ROBERT G. HOWARD
YNC EDWARD M. LYNCH
ET1 GREGORY A. TOLMAS
PS1 HENRY V. JACKSON
PS1 DAVID H. JONES
PS1 LARRY R. WALTERS
YN1 ISAY M. GULLEY
YN1 FREDERICK S. MORAMARCO

Retirements (cont.)

YN2 JAMES C. LOPEZ JR.
MK2 JAMES A. NELSON
MST2 LLOYD M. SOUTHEY
BM3 KENNETH E. DENSKI

RET-2
(Retired Awaiting Pay)

MARCH 2007
LCDR MARK F. MCCABE
LCDR TAMMY K. ROSARIO
BMCS WILLIAM F. BUNTING
MKCS KRAIG R. FLETCHER
MSTCS VINCENT L. GUISE III
BMC NORMAN P. KIAUNIS
BMC FRANZ K. PUHL
GMC ROBERT E. HOLLINGSWORTH
SKC MARVIN T. HUNTSMAN
YNC BERTINA M. YOUNG
PS1 GEORGE G. REMY
MST2 DONALD V. WOEHRRER

APRIL 2007
CDR SEAN F. BYRNES
CDR CAROL J. PARTRIDGE
DCCS JAMES J. YOUNG
ETCS JAMES O. BRONSON
ETCS LARRY D. LYNCH
IVC FRANK C. VALLONE
MKC ROBERT A. HICKS JR.
AET1 JOSE E. JUSTINIANO
BM1 MARY F. MAHER
BM1 CHARLES K. SEYLER
EM1 ROSALYN M. COX
ET1 CLAUDE F. ASHEN
OS1 MARK D. KRAMER
YN1 JOSE M. PINELA
EM2 SCOTT K. GORE
ET2 CHRISTOPHER J. RUSH
MK2 JEFFERY J. THURMAN
EM3 JULIO AROCHO

MAY 2007
CAPT MARK S. TELICH
PSCM BEATRICE A. MOORE
MKC THEODORE T. WRIGHT
PSC DAVID C. BEALL
PSC CLIFFORD P. BERUTTI
DC1 MICHAEL D. ASKEW
DC1 STACH SZUPLAT
GM1 ALFARED E. KLOTZSCHE
MST1 REUBEN E. MOYE
PS1 RONALD S. GOLD
AET2 MICHAEL B. GARLAND
BM2 SOLOMON U. MONTEVERDE
DC2 RUSSELL H. ARTZ
DC2 RICK E. KIMBERLING

Source: Ms. Linda Frank,
Personnel Service Center (RAS)

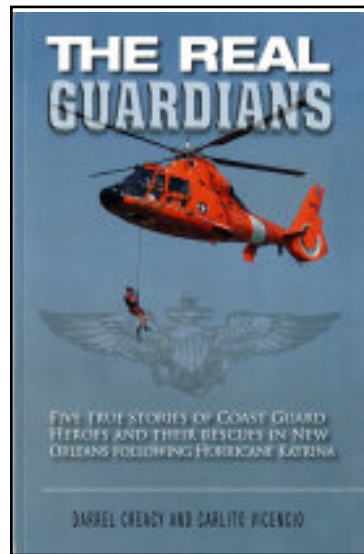
Taps

- **CAPT William A. Stone**, USCGR(Ret.), March 15, 2007, in Menlo Park, Calif. He is survived by his son, Jonathan; a daughter, Laura. He was cremated and interred at the VA Cemetery, Sacramento, Calif.
- **CAPT George B. Sunderland**, USCGR(Ret.), April 28, 2007, in Columbia, Md. He is survived by his daughter, Virginia. He was cremated.
- **CAPT Joseph V. Wielert**, USCGR(Ret.), 88, Nov. 6, 2006, at St. Joseph’s Manor, Trumbull, Conn. Born Oct. 19, 1918 in Long Island City, N.Y. where he resided all of his life, he was a long-time supporter of both the Coast Guard Reserve and Reserve Officers Association. According to Col. Eileen Bonner, USA(Ret.), a former president of ROA, Wielert fought vigorously to save the Coast Guard Reserve in the early 1970s. He is survived by cousins, Maureen Sperrazza and Eileen Flynn of Connecticut. A Mass of Christian Burial was held at St. Patrick’s Roman Catholic Church, Long Island City, N.Y. Interment St. John’s Cemetery, Queens, N.Y. with military honors. Donations may be made to St. Patrick’s Roman Catholic Church, 3938 29th Street, Long Island City, NY 11101.
- **CAPT David A. Wills**, USCGR(Ret.), May 30, 2007, in Newton, N.J. He is survived by his spouse, Joan.
- **CDR Roger Baker**, USCGR(Ret.), April 10, 2007, in Centerville, Ohio. He is survived by his spouse, Nell.
- **CDR Lloyd L. Clay**, USCGR(Ret.), April 19, 2007, in Flagler, Fla. He is survived by his spouse, Maravene; a daughter, Carol Slocum. Interment Ormond, Fla.
- **CDR Cecil W. Dossett**, USCGR(Ret.), June 1, 2007, in Loma Linda, Calif. He is survived by his spouse, Joan. He was cremated.
- **CDR William J. Farrell**, USCGR(Ret.), April 8, 2007. He is survived by his spouse, Rosemary.
- **CDR James A. Niedermayer**, USCGR(Ret.), June 13, 2007, in Fort Worth, Texas. He is survived by his spouse, Merlene; a son, Eric. He was cremated.
- **CDR Jimmy D. Stephens**, USCGR(Ret.), May 14, 2007, in Stover, Mo. He is survived by his spouse, Olga. Interment Eldon, Mo.
- **CDR Gordon J. Zerbetz**, USCGR(Ret.), Feb. 15, 2007, in Anchorage, Alaska. He is survived by his spouse, Geraldine. CDR Zerbetz was cremated.
- **LCDR Robert M. Dentiith**, USCGR(Ret.), April 6, 2007, in Warrenton, Ga. He is survived by his spouse, Mary. He was cremated.
- **LCDR Walter V. Love**, USCGR(Ret.), May 30, 2007, in Brewster, Mass. He is survived by his sons, Wayne and Alan. He was cremated.
- **CWO4 John R. Frazier**, USCGR(Ret.), April 6, 2007, in Baltimore, Md. He is survived by his spouse, Janet; a daughter, Ellen Kunert. Interment Baltimore, Md.
- **CWO4 Harry B. Slade**, USCGR(Ret.), March 20, 2007, in Newport News, Va. He served in the Coast Guard during World

- War II in the South Pacific aboard an ammunition ship. He is survived by his spouse, Grace; a son, Allen. Interment Newport News, Va.
- **CWO3 Robert R. Greenen**, USCGR(Ret.), June 1, 2007, in Vancouver, Wash. He is survived by his son, Richard. He was cremated.
 - **GMCM Roland F. Jarrell**, USCGR(Ret.), April 17, 2007, in Jacksonville, Fla. He is survived by his son, Roland Jr. Interment Jacksonville, Fla.
 - **MKCS John Neiderf**, USCGR(Ret.), May 11, 2007, in Akron, Ohio. He is survived by his spouse, Jean; a son, John. Interment Akron, Ohio.
 - **RMCS Edward A. Cotterell Jr.**, USCGR(Ret.) March 17, 2007.
 - **SKC Richard H. Short**, USCGR(Ret.), April 4, 2007, in Clearwater, Fla. He is survived by his spouse, Jacqueline; a daughter, Cathy Mayhew. Interment Seminole, Fla.
 - **SSC Ralph W. Simon**, USCGR(Ret.), April 10, 2007, in Milwaukee, Wis. He is survived by his daughter, Vicky Bunchkowski. Interment Milwaukee, Wis.
 - **BM1 Joseph P. Sessions**, USCGR(Ret.), April 11, 2007, in Wilmington, N.C. He is survived by his spouse, Theresa. Interment Newburyport, Mass.
 - **MK1 Bernard J. Kaczkowski**, USCGR(Ret.), March 11, 2007, in New Berlin, Wis. He is survived by his spouse, Joan. Interment Woodland Cemetery, New Berlin, Wis.
 - **PA1 Richard E. Sexton**, USCGR(Ret.), March 27, 2007, in South Yarmouth, Mass. He is survived by his spouse, Venise; four children. Interment Duxbury, Mass.
 - **PS1 Robert P. Robertson**, USCGR(Ret.), 67, March 25, 2007, in Waterville, Maine. Born in Newark, N.J., he was educated in North Plainfield, N.J., and married Judith Sabo on March 17, 1969. He served in the Army 10th Special Forces Group and served with the Coast Guard Reserve during OPERATION DESERT STORM in 1990-91. He worked for the Somerset Sheriff’s Department for 30 years, retiring May 31, 2006. He is survived by his spouse, Judith; his mother, Regina; four daughters, Colleen Begin, Colleen Vaughn, Kathy Marks, and Kelly Emery; a brother, William; a sister, Carol Wood; 11 grandchildren, nieces, nephews and cousins. At his request, there were only private family services and he was cremated. Memorial contributions may be made to the Hospice Volunteers of Somerset County, P.O. Box 3069, Skowhegan, ME 04976.
 - **SK1 Wallace F. Quillin**, USCGR(Ret.) Dec. 6, 2006.
 - **PS3 Scott A. Blehovde**, USCGR(Ret.), 41, March 11, 2007. He served with PSU 303 (Milwaukee unit) during the Persian Gulf War in 1991, at Station Sheboygan, Wis. and with Group Milwaukee. He is survived by his parents, Stanford and Nancy Blehovde; a sister, Cheryl. A funeral service was held March 19 at Krause Funeral Home in Milwaukee with private interment at Highland Memorial Park, New Berlin, Wis. In lieu of flowers, memorials appreciated to the American Diabetes Association, 1701 North Beauregard St., Alexandria, VA 22311, 1-800-342-2383, or Brookfield Christian Reformed Church, 14135 W. Burleigh Road, Brookfield, WI 53005, 262-784-1125.



• **BM3 Marvin Perrett**, USCGR, 81, May 6, 2007, in Metairie, La. A New Orleans native, he enlisted in the Coast Guard on Sept. 18, 1943. As an 18-year-old Seaman First Class and later as a Boatswain’s mate Third Class, he went on to pilot a Higgins boats during the war, including at the D-Day invasion of France, the invasion of Southern France in OPERATIONS ANVIL in 1944, and at Iwo Jima and Okinawa in 1945. He was the author of two books on New Orleans, *Nostalgia, Lifestyle of Old New Orleans* and *More Nostalgia*. Known as “Mr. Coast Guard,” he gave lectures and would dress in a replica of his World War II uniform while talking with groups (see photo above). For the 60th anniversary of the D-Day invasion in June 2004, Perrett was among the 100 World War II veterans from the United States invited by the French government to attend ceremonies in France. He received France’s most prestigious award, The Legion of Honor medal, and the Coast Guard presented him with the Distinguished Public Service Award, its highest civilian honor. He was also made an honorary chief petty officer by the Chief Petty Officers’ Association chapter in New Orleans. Perrett made his last speaking appearance four days before his death on May 2, 2007 when he piloted a Higgins boat in Lake Pontchartrain. He donated his body for research at Tulane Medical School, a decision he often revealed to people with his typical humor, “Oh, did you hear I’m going to Tulane?” He is survived by his daughter, Melissa Cook; and two grandchildren. A memorial service was held June 9, 2007 at the National World War II Museum, New Orleans, La. A replica of Perrett’s Higgins boat is on display in the museum’s rotunda, and bears the number of Perrett’s Higgins boat: PA33-21. Notes of condolence can be sent to the family at Melissa Perrett Cook, 5733 South Kimbark, Chicago, IL 60637. See ALCOAST 232/07 for more details.



The Real Guardians By Darrel Creacy and Carlito Vicencio

American history changed Aug. 29, 2005. Early that morning, Hurricane Katrina assaulted the Gulf Coast near the Louisiana-Mississippi border, leaving an indelible mark on the landscape and psyche of our great country. Between the pages of *The Real Guardians* are five stories of selfless heroes that put themselves in harm's way so others may live. The brave men and women of the United States Coast Guard serve our country everyday, standing by to render assistance to their fellow countrymen. This book is more than the glory of their rescues. It delves into the people that chose a life of service saving and helping their fellow Americans. Reading their stories reveals

more of what it takes and how fate brought them to the stricken city of New Orleans in the wake of Katrina.

Co-authors Creacy and Vicencio write from the voice of experience, as both are former Coast Guard helicopter pilots. Creacy, now retired, earned two U.S. Air Medals during his career, and was directly responsible for saving more than 50 lives. Vicencio earned a U.S. Air Medal for heroic actions during Hurricane Katrina.

The Real Guardians is 113 pages, 6x9-inch paperback, contains black and white photos, released in 2006, \$14.99; published by Dude Productions, Inc., 3302 Farmington Street, Houston, TX 77080, 866-799-DUDE (3833); Web: www.therealguardians.com. ISBN 0978961900. A portion of the proceeds from the sale of this book will be donated to the Coast Guard Mutual Assistance Foundation.

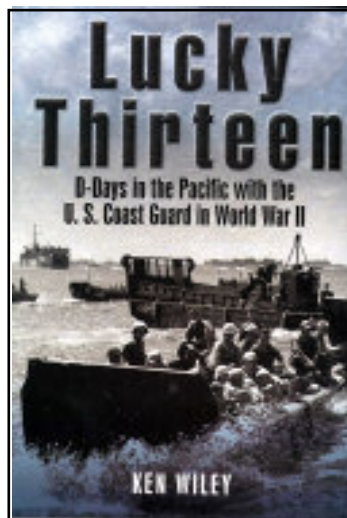
Lucky Thirteen By Ken Wiley

In this book, Ken Wiley, a Coast Guardsman on an attack transport in the Pacific, relates the intricate, often nerve-wracking story of how the United States projected its power across 6,000 miles of ocean in the teeth of fierce Japanese resistance during World War II. Each invasion was a swirl of moving parts, from frogmen to fire support, transport ships to attack transports, the smaller Higgins boats (LCVPs) and during the last terrifying stage, the courageous men who would storm the beaches.

Author Wiley participated in the campaigns for the Marshall Islands, the Marianas, the Philippines and Okinawa and with a precise eye for detail, relates numerous aspects of landing

craft operations, such as ferrying the wounded that are often discounted. He conveys the terror and horrors of war, as well as, on occasion, the thrill, while not neglecting the humor and camaraderie of wartime life. *Lucky Thirteen* also provides a valuable service in expanding our knowledge of exactly how World War II's massive amphibious operations were undertaken.

Lucky Thirteen is 334 pages (including appendix and index), 6x9-inch hardback, contains 16 pages of black and white photos, released in February 2007, \$32.95; published by Casemate, 1016 Warrior Road, Suite C, Drexel Hill, PA 19026; 610-853-9131, Fax: 610-853-9146; E-mail: michael.harter@casematepublishing.com; Web: www.casematepublishing.com. ISBN 1-932033-53-X.



most important and endearing national trait: our sense of optimism about the future and our conviction that we can change it for the better for ourselves — and our children.

Author Stephen Flynn has been a senior fellow with the National Security Studies Program at the Council on Foreign Relations since 1999, and is the author of *America the Vulnerable* published in 2004. A 1982 Coast Guard Academy graduate, Flynn served 20 years in the USCG. He was commanding officer of CGC REDWOOD and CGC POINT ARENA and served aboard CGC SPAR, retiring as a commander.

The Edge of Disaster is 272 pages, hardcover, released in February 2007, \$25.95; published by Random House, 1745 Broadway, New York, NY 10019, 212-782-9000; Web: www.randomhouse.com. ISBN 978-1-4000-6551-6 (1-4000-6551-8).

The Edge of Disaster By Stephen Flynn

Americans are in denial when it comes to facing up to how vulnerable our nation is to disaster, be it terrorist attack or act of God. We have learned little from the cataclysms of Sept. 11 and Hurricane Katrina. When it comes to catastrophe, America is living on borrowed time — and squandering it. In this new book, Stephen Flynn issues a call to action, demanding that we wake up and prepare immediately for a safer future.

The Edge of Disaster tells us what we can do, as individuals and as a society. We can — and, Flynn argues, we must — construct a more resilient nation. With the wounds of recent national tragedies still unhealed, the time to act is now. Flynn argues that by tackling these problems head-on, we can remain true to our



Transforming Our Coast Guard

By now, all of you should be familiar with the Commandant's Intent Action Orders, which are the basis for transformation of the Coast Guard. The reorganization is intended to consolidate command and control functions across the Coast Guard, reduce layers of bureaucracy, and improve mission support systems. This modernization is designed to better prepare us for the challenges we face today — challenges that include global terrorism, narcotics smuggling, pollution and a variety of threats not even conceived of 20 years ago.

Although our men and women continue to perform exceptionally well on a daily basis, we still face challenges that prevent us from achieving our best. When this transformation is complete, the operators will have a more responsive support system, our force structure will be more responsive to mission execution, and overall, our Coast Guard will be more responsive to the nation.

Ultimately, our people should see greater standardization and effectiveness in how we train, equip and provide forces for all of our missions. They will benefit from the laser-like focus on mission execution that this reorganization will provide. And, they will receive the kind of services and support they both need and deserve.

It's important for all hands to understand three things: 1) that the primary missions of the Coast Guard have not changed, will not change and ultimately will improve because of this modernization effort. Search and rescue, law enforcement, marine safety and aids to navigation will remain extremely important mission areas; 2) the world is rapidly changing, and to be prepared for these changes, we must adapt, modernize and transform the way we do business today; and 3) this modernization will allow you to operate in a more agile, flexible and responsive Coast Guard.

This reorganization is not the result of any mandate to reduce Coast Guard funding or shrink the size of the Coast Guard, as may have been the case in the past. It is intended to realign our core competencies and skills in the most effective way possible to better prepare us for the challenges we face in the century ahead.

The Action Orders have evolved since their introduction last summer and they have now been combined into five main Modernization and Transformation Efforts. These include the modernization of Financial Management Systems, the creation of a Deputy Commandant for Operations (DCO) to manage all operational programs, the creation of a Deputy Commandant for Mission Support (DCMS) to oversee the Coast Guard's support and logistic systems/processes, and the plans to transform the two Area commands into a single Coast Guard Operations Command (CG OPCOM ... mission execution), and Coast Guard Forces Readiness Command (CG FORCECOM ... train, equip, maintain and write doctrine).

The Coast Guard's entire workforce is critical to our success in today's dynamic and complex working environment, and our workforce is equally important to the success of this modernization. This transformation will not reduce our workforce — this is not streamlining.

This reorganization will be implemented over several years as we continue to finalize the details, and work with Congress and the administration to seek approval for any parts of the plan that may require it. There will be changes in the way we organize and deploy our forces, the way we manage our resources, and how we maintain and sustain our platforms. All of these things will help our operators do their jobs more efficiently and effectively.

With any change, there will be some level of uncertainty and anxiety. The first question I usually get is, "What does this mean to me personally?" Our leadership is committed to keeping our workforce informed. We will communicate as often as possible, and as we find out details, they will be passed to all hands.

The modernization represents a considerable change in the way the Coast Guard manages operations, readiness, and support functions. The goal is that there will not be any disruption to the day-to-day execution of our missions. As with any large change, there may be some unintended growing pains ... the leadership will work aggressively to minimize these.

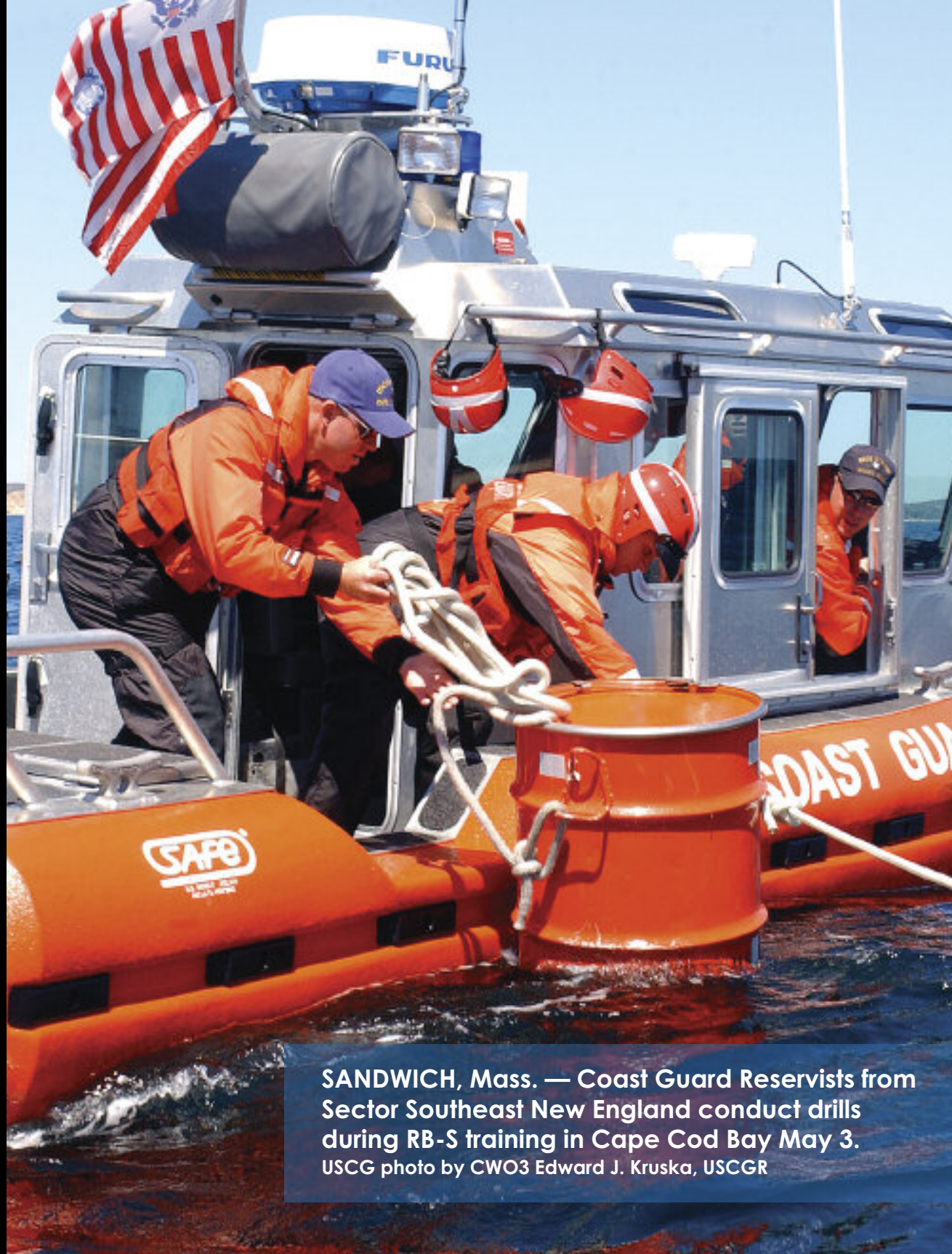
Bottom line — this evolution will result in a positive impact as we serve the nation.



By
MCPOCG
Charles "Skip" Bowen,
USCG

Master Chief Petty
Officer of the Coast
Guard

**"The Coast Guard's
entire workforce is
critical to our success
in today's dynamic
and complex
working environment,
and our workforce is
equally important to
the success of this
modernization. This
transformation will not
reduce our workforce
— this is not
streamlining."**



SANDWICH, Mass. — Coast Guard Reservists from Sector Southeast New England conduct drills during RB-S training in Cape Cod Bay May 3.
USCG photo by CWO3 Edward J. Kruska, USCGR

Commanding Officer (mas)
Personnel Service Center
444 SE Quincy Street
Topeka, KS 66683-3591

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